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MX SHOOTOUT: We rate the 1995 250s

Fast by Freddie

Spencer impressive in Daytona tire test

IN THE WIND

Tim Ferry (Suz), **Jim Neese** (Hon) and **Mark Barnett** won the three pro classes in the first round of the Winter AMA Series at Gatorback Park in Gainesville, Florida, on January 1. Ferry topped Brian Manley (Suz) and Neese to win the 125cc Pro class with Neese doing likewise to Brian McElroy (Yam) and Kevin Krine (KTM) to win the 250/500cc Pro class. Barnett beat Earl May (Kaw) and Kevin Knight (Hon) to win the Vet Pro division.

The 1995 Granada-Dakar Rally officially started on New Year's Day, and as of January 2, Austrian **Heinz Kinigadner** (KTM) held the overall lead. Frenchman **Stephane Peterhansel** (Yam) was just over a minute back in second, followed by Spaniard **Jordi Arcarons** (Cag), Frenchman **Thierry Magnaldi** (Yam) and German **Jurgen Mayer** (KTM). American **Danny LaPorte**, who is riding a Yamaha for the Russian Tais squad, sat seventh overall after winning the second stage. Last year's winner, Spaniard **Edi Orioli** (Cag), was in eighth overall. This year's rally began in Granada, Spain, instead of its usual starting spot in Paris, France. The first stage included a special test in Spain's Sierra Nevada Mountains, which ended with a man-made section on a military airfield. From there the competitors took a boat ride to the African country of Morocco, before finishing in the town of Nador. After a fog-delayed start, Monday's stage led to Er Rachidia. Tuesday's stage - which crossed some dunes and was one of the rally's most beautiful - had finished in Ouarzazate as we went to press, but results were not yet available. The finish is scheduled for January 15 in Dakar, Senegal, with a total race mileage of 6240. Special test mileage will be 3825.

Former Daytona 200 winner **Floyd Emde**, 75, died on December 24 in San Diego, California, after a long illness. Emde was well-known in both the motorcycle industry and in racing circles as he was both a successful racer and retailer. In 1948, Emde won the Daytona 200 on the beach in Florida, a year after winning a Grand National Dirt Track in Milwaukee, Wisconsin. Emde has been enshrined in the Indian Motorcycle Hall of Fame, the Trailblazers Hall of Fame, and the San Diego Automotive Museum Hall of Fame. He is survived by his wife Florence, five children, Robert, Jo Ann, Donald, Nancy and David; and 13 grandchildren and four great-grandchildren. The family is asking that any donations be made to the Elizabeth Hospice in Escondido, California.

Dave Arnold, who recently stepped down from his longtime job as Honda's motocross team manager, has signed a deal to manage Answer's cycling division. Arnold, who was already a mountain bike enthusiast, will lead the racing suspension product development efforts. "I'm excited about the potential of applying my experience to the challenge of rapidly developing designs and technology used in mountain bikes today," said Arnold. "I'm looking forward to working with Answer's outside designers and internal engineering resources to keep Answer on the leading edge of performance." Company president, **Eddie Cole**, said, "Answer Products is pleased to be able to add someone of Dave's caliber and background to our staff. With his knowledge and experience as both a hands-on factory mechanic and as the most successful team manager in U.S. motocross history, it will enable Answer to continue to accelerate its development of leading-edge racing suspension and chassis designs."

Despite having earlier reached a verbal agreement, KTM and **Jeff Curry** were unable to put together an official deal. In Curry's place, KTM has signed **Tony Amaradio**, who will join **Jeff Dement** in contesting the 1995 U.S. Supercross Series and 250cc National Championship MX Series. Both riders will also be backed by Rossini Racing.

In addition to the KTM team, Rossini Racing will also be sponsoring **Nathan Ramsey** and **Ty Wallace** in 1995. The duo will campaign Suzuki RMs in the 125cc Eastern Regional Supercross Series and the 125cc National Championship MX Series, with additional backing from Montogomeryville Cycle Center. Both riders will reportedly use yellow and black colors, including Acerbis full body panels.

The 1995 edition of the Acerbis Adventure **Nevada Rally** is slated for August 13-20, and while it will be very similar to the first two versions, there are a few changes in store. This year, outside assistance will be allowed at fuel stops in special tests. This means that riders will be allowed to receive unmarked parts in the pits. In the past, riders could only change parts they were carrying in a special test. Wheel hubs and center cases will now join the frame as marked parts. Also, Class 1, formerly for 125cc two-strokes, is now exclusively for 0-400cc four-strokes. Las Vegas' Showboat will again serve as the host hotel. Though distances could change, the total distance is now planned to be 2056 miles, with 1676 of that to be special tests. Stages are Las Vegas to Tonopah, Tonopah to Fallon, Fallon to Winnemucca, Winnemucca to Elko, Elko to Ely, Ely to Mesquite and Mesquite to Las Vegas. Elko will host a one-day rest period (the rest day has been in Ely in the past). For more information, call 619/562-1440.

Former Suzuki factory road racer **Ron Grant**, 54, was killed in a boating accident on Wednesday, December 28, in Northern Ireland. Grant, an Englishman who first moved to the U.S. to race in 1969 before moving on to New Zealand and then back to England, was one of three men killed in the accident which took place in rough seas on Strangford Lough, south of Belfast. There was one survivor in the accident and two others were still missing as *Cycle News* went to press on Tuesday, January 3. Grant finished second in the Daytona 200 in 1969 on a factory Suzuki; Grant also finished second in the 250cc United States Grand Prix, held at Daytona International Speedway in 1964. He most recently ran a race shop in England - Ron Grant Racing Specialties.

Motorcyclists **Kevin "KC" Cox**, 39, and **Ron Dickson**, 42, were killed in an off-road accident while play-riding in Beaumont, California, December 26. Cox and friend Dickson collided head-on, and both riders died at the scene. Cox was the service manager at Kawasaki of Riverside in Riverside, California.

The **Thunderbikes** are coming! The **World Championship Road Race Series** will run what is effectively a **600cc Supersport** class as a support race at the Grands Prix in 1995, according to a press release from Dorna. "Dorna/TWP and IRTA, with the approval of the FIM, are posting a contingency fund of over one million dollars for a new support-class series which will mark the immediate return of four-stroke motorcycles to the Grand Prix scene," the release said. The "Thunderbike Trophy" series will be featured at each of the eight European rounds and also at the U.S. round at Road America and the Japanese round at Suzuka. The new class is open to four-stroke production-based motorcycles with a 501-600cc limit for four-cylinder motorcycles and a 601-750cc limit for twins. "Over the past three years we have worked to streamline the Grand Prix format to arrive at a very tight "made for television" program which allows host broadcasters to televise all three GP classes in a compact three and a half hour block," Dorna managing director Carmelo Ezpeleta said. "This format has helped us greatly to increase the exposure of the entire Grand Prix show on television, but we have not turned our attention to offering the trackside audience exciting additional support classes which will lengthen the day's racing and offer greater variety. The Thunderbike class will also offer young riders an entry-level option to Grand Prix racing." Dorna/TWP are putting the final touches on the technical regulations and IRTA will be setting up Thunderbike briefings sometime in January. Interested teams and riders should contact IRTA General Secretary Mike Trimy at 44-440-707055 or 44-440-703377 (fax).

The announcement of the Thunderbike class brought forth an expected release from the **World Superbike Championship**. "Once again the Grand Prix world is creating problems and bad blood and it is refusing to comply to a proper strategy," the release began. "Trying to include a four-stroke category similar to that of the Superbike in the GP racing program, it is an action of submissiveness to the very big successes by Superbike in terms of international image, public attendance and space obtained on the overall worldwide media. Furthermore, it is also an **act of war** perpetrated in the vain attempt to usurp the Superbike special characteristic without taking into account that the Superbike World Championship series is the only one in which four-stroke engines can race for a world title." According to the World Superbike press release, a meeting was held on December 9 in Tokyo where the major Japanese manufacturers stated that they didn't want the combination of two- and four-strokes in the same series. The press release concludes with: "Finally, we would like to underline the fact that the Superbike World Championship was honored to have received such an important evaluation from Dorna/TWP-IRTA - 'to offering the track-side audience exciting additional support classes!' We thank them, and we continue following the way dictated by its motto coined in 1994 by its promoter, the Flammini Group: 'SBK Number One.' Stay tuned.

According to reports from Europe, **Wilco Zeelenberg** and **Stephane Mertens** will contest the new Thunderbike series in 1995. The Dutch and Belgian riders will ride Honda CBR600s prepared by Belgian four-stroke tuner Jean D'Hollander, who will also enter four other riders in the new class. Others apparently penciled in to do the series are European Supersport Champion **Yves Briguet** and former GP racer **Pier-Francesco Chili**. "Of course I would have liked all four-stroke categories to remain in the Flammini Superbike package," D'Hollander said. "But apparently, IRTA has come up with a far better financial offer than Flammini, who will still organize the European Supersport series. I have received the first parts from Japan at the end of December. I will also do some test work for the Japanese. At the end of February, I will receive the rest of the kit parts. As for now, the technical rules are not known yet, but I suppose that they will be very similar to the Supersport rules - 600cc four-cylinders and 750cc twin-cylinders with limited tuning possibilities and stock tires."

The **1995 World Superbike Championship calendar** has been finalized with the U.S. round scheduled for July 23 at **Laguna Seca** in Monterey, California. The other rounds are as follows: May 7 - Hockenheim, Germany; May 21 - Misano, Italy; May 28 - Donington Park, England; June 18 - Monza, Italy (San Marino); June 25 - Albacete, Spain; July 9 - Salzburgring, Austria; July 23 - Monterey, California; August 6 - Brands Hatch, England; August 27 - Sugo, Japan; September 10 - Assen, Holland; October 15 - Sentul, Indonesia; October 29 - Phillip Island, Australia. The round originally scheduled for Magny Cours in France on July 16 has been cancelled, and the Dutch round in Assen is now a week later than earlier listed.

French GP road racer **Jean-Philippe Ruggia** is still without a ride for 1995. The Frenchman was fired by the Chesterfield Aprilia team at the end of 1994 and was hoping to find enough budget to finance a complete season on a leased semi-official Honda NSR250. That apparently hasn't been going well. Ruggia says that he may switch to the World Superbike Series if funding can't be found to run a 250cc team.

With less than ideal weather conditions, Yoshimura Suzuki's **Thomas Stevens**, **Fred Merkel** and **Donald Jacks** participated in a private test session at Daytona International Speedway in the middle of December. The two-day test featured misty weather conditions and some rain with Stevens lapping in one-minute, 53.9-seconds, just ahead of Merkel's best of 1:54.2. Jacks concentrated mostly on riding the team's Suzuki GSXR750 Supersport bike.

BMW of North America, Inc., will sell the BMW R1100RSs which will be raced in the 1995 **BMW Battle of the Legends** event at Daytona International Speedway in March. Each of the motorcycles will be signed by the Legend who rode it and the bikes will have approximately 800-900 miles on them. Those with interest in buying the Legends' BMWs should contact their local BMW dealer, who will obtain their bike of choice from BMW of North America. BMW is also offering an opportunity for 75 riders to join the Legends on the track during a special PaceRide on Monday, March 6 at Daytona International Speedway. The Legends will act as motorcycle marshals, "ensuring a safe and enjoyable ride for participants with no passing and speeds of less than 60 mph." Those interested should contact their local BMW dealer to obtain registration information and entry rules.

BMW has also announced some rider changes for the upcoming Battle of the Legends race at Daytona. Former AMA National winners **Jody Nicolas** and **Eddie Mulder** will join David Aldana, Don Castro, Yvon DuHamel, Don Emde, Gary Nixon, Roger Reiman, Jay

Springsteen and Don Vesco in the March event. According to a press release from BMW, the riders who participate in the BMW Battle of the Legends are selected exclusively by AHRMA. "Since AHRMA cannot accomodate all of the many motorcycling champions who are qualified to be racing Legends, it has initiated a rotating pool system to select participants. Those Legends sitting out the Daytona matchup will be considered for participation next year." The man not being invited back to this year's event is former AMA Superbike National Champion **Reg Pridmore**. Although Pridmore hasn't said anything regarding being dropped from the Legends event, his son - current road racer Jason Pridmore, says his father, "loved doing the race." Ironically, Pridmore and his CLASS racing school recently ended their relationship with BMW.

BMW has also announced that they will sponsor the United States debut of the **British European American Racing Series (BEARS)** race at Daytona during Camel Motorcycle Week. And just when you thought BMW was all through with announcements, there comes word that they - along with Forbes, Inc. - will present Daytona International Speedway owner Jim France with a BMW 75RT-P police motorcycle on Friday, March 10 during Camel Motorcycle Week.

Stop the presses: Suzuki has finally announced that they have signed **Thomas Stevens**, **Donald Jacks** and **Fred Merkel** to their road racing team for the 1995 season.

WERA has released a tentative schedule for the **1995 Formula USA Series**. The six-race series is scheduled to kick off at Willow Springs Raceway in Rosamond, California, on April 14-16. The series then heads to Road Atlanta in Braselton, Georgia, for the first of the Triple Crown events on May 19-21. The third round is scheduled for Grattan Raceway Park in Grattan, Michigan, on June 23-25 with round four slated to run in conjunction with the World Superbike Series race at Laguna Seca on July 21-23. Rounds five and six will be held at Portland International Raceway in Portland, Oregon, on August 25-27, and at Road Atlanta on October 13-15.

R.P.M. Exclusivas, S.A., the promoters of the **Ducados Open Series**, has announced its 1995 road race schedule. The Spanish series is set to begin in Albacete on February 26, the week after the IRTA Grand Prix test session at Jerez. From there the championship moves to Jarama on March 5 before taking two months off and resuming on May 14 in Calafat. The following two rounds will be held at Catalunya on June 4 and July 2 with the final two rounds taking place on October 15 and October 22 at Jerez and Jarama, respectively. More information is available from Vic Monllau in Barcelona, Spain at 34-3-431-5533.

According to the FIM, the **100-horsepower power limit** for motorcycles - which was proposed by the European Commission, but rejected by the European Parliament and the FIM - has been withdrawn from the Type-Approval Directive. The Council and European Parliament have now agreed to joint text which does not call for a power limit as the Commission had originally proposed. "A long battle has now ended, at least for the next two years, during which a study will be carried out in order to collect data on a possible link between engine power and accident rate," the FIM press release stated. "The rejection of the Commission's call for a power limit as part of the Type-Approval is a very important victory for the whole motorcycle world and also for the freedom of choice for individuals."

Motorcyclist and stock car racer **Joe Weatherly** were inducted into the International Motorsports Hall of Fame on December 11 in Birmingham, Alabama. Weatherly won the first of his three AMA Nationals at the 100-mile road race in Laconia, New Hampshire, in June of 1948. In 1950, Weatherly switched to stock car racing where his career spanned 16 years and included 24

Crisis hits U.S. Superbike racing

An all-out crisis struck U.S. Superbike racing on December 15 when Roger Edmondson announced a preliminary schedule for his North American Superbike Series (NASB); a schedule that included two of the crown jewels of AMA Superbike racing - Mid-Ohio and Road America. The AMA has since acted quickly, meeting with the major manufacturers in Los Angeles and pronouncing their intention to go forward with a 1995 series - one that appears likely to use several new events at untested facilities.

Edmondson announced his schedule, along with the addition of noted motorsports attorney, David Atlas, to his team, in a press release that contained the startling news that five of the established AMA road race promoters had jumped ship to NASB - Phoenix International Speedway (March 19), Mid-Ohio Sports Car Course (June 4), Road America (June 11), Brainerd International Raceway (July 16) and Road Atlanta (September 17), in addition to the two events slated for Daytona International Speedway (March 5 and October 22). Edmondson also announced that his series would consist of the following classes: Superbike, 250cc Grand Prix, 125cc Grand Prix, 600cc Supersport, 750cc Supersport, Twin Sports and the Unlimited Team Challenge endurance event.

The AMA learned of the promoters' decision at the 11th hour and were taken aback by the development. "We had verbal agreements from everyone but Mid-Ohio," AMA vice president of Sports Marketing, Tom Mueller, said when first contacted on the issue. "We were shocked. We felt we had done everything the promoters had asked us to do."

The AMA acted quickly in establishing contact with the four Japanese motorcycle manufacturers in Los Angeles, California, and were given assurances that the AMA series would be supported by the major teams.

Mueller and Paradama's Cary Agajanian produced projected schedules for the manufacturers, calendars that included possible races at Heartland Park Topeka in Kansas, Gateway International Speedway in Illinois, Indianapolis Raceway Park in Indiana, and Firebird International Raceway in Arizona - as well as established events like the Daytona 200, the Los Angeles Grand Prix in Pomona, Laguna Seca, and New Hampshire International Speedway. In addition, the schedule listed the possibility of events being held at Sears Point, Seattle International Raceway, Memphis Motorsports Park and Las Vegas.

Edmondson also visited Los Angeles where the manufacturers and the teams' association (AMRT) persuaded the two parties to meet in an effort to reach some sort of agreement that would keep the series from splitting.

"The timing is very unfortunate," AMRT president, Malcolm Hill, said. "We were beginning to implement plans for the 1995 season, and it's very late in the game for this to be happening. Doing a series that consists of five to six events is not practical, but we don't cherish the prospect of competing at several new, undeveloped events. Hopefully, the parties can reach an agreement that will bring us to the conventional events under one sanctioning umbrella."

A meeting took place between Agajanian, Edmondson and Atlas in Los Angeles on Thursday, December 22, but the positives and negatives that came from the get-together varied from party to party.

"David Atlas and myself met with Cary (Agajanian)," Edmondson said. "We were in Los Angeles visting the manufacturers - Honda, Kawasaki and Yamaha. We received a phone call from AMRT's Malcolm Hill asking us if we were willing to talk to them. It's just like I've been saying all along - we've never closed the door on the AMA and we were willing to talk. All the manufacturers expressed very clearly to us that they wanted to reunify the series.

"We met in a very healthy environment and both parties approached the discussion with mutual respect. It was a very cordial meeting. There was four hours of talk and Cary said he would have to speak with his Paradama board. We expected to hear from him in five working days, but the holiday may have had something to do with him not getting back to us yet. Either way the question will be answered. I think the next step will be a call from Cary to David Atlas. They are both on the meter. They can make progress, but they can't make a deal without me.

"Remember, they (the AMA) came right out and said, 'We welcome the competition.' This is not my doing. I'm just defending myself and not letting them take something from me that is mine."

Mueller, however, said that while the meeting was "congenial," the AMA were going ahead with their plan to run the series without Edmondson.

"There is no arrangement or deal for Roger Edmondson," Mueller said on Tuesday, January 3. "It's not even on our agenda for the next Paradama board meeting. Every bit of planning and finance is going into our 1995 series. Cary (Agajanian) said the meeting was congenial, but he told us to keep moving and creating a new schedule. He said that no solutions came from that meeting. Right now we are moving as quickly as we can. There seems to be a lot of excitement. It looks like we could end up running at Indy (Indianapolis Raceway Park) on June 4 and do a doubleheader with the AMA ProStar drag racing folks.

"We've heard that sponsors are pulling their commitments from some of these events (the events that have committed to NASB). They're saying that if it's not an AMA National they don't want to sponsor it. Our door is wide open. Cary (Agajanian) has gone as far as to give these people (the promoters) his home phone number. As far as buying a no-compete or bringing Roger (Edmondson) back in - that's been decided by the board and it won't happen. It's interesting right now because that there seems to be a real pride of ownership with the staff here. People are working really hard on making sure we have a quality series in '95. This will happen."

"It's not dead at all," Agajanian said on Tuesday, January 3. "I don't want to mislead or give anybody any false hopes. We've both agreed to not make any public announcements that would be negative, but I would not be telling the truth if I said we were on the verge of something. It's not just a case of dotting the i's and crossing the t's like it was with the supercross situation. I will go back to Roger's attorney in the next day or two. I have no emotion at all in this; I have neither axes to grind or personal feelings in the matter. I just want to solve the problem for the manufacturers, the sponsors and the fans. It's not an easy task, but I haven't given up in any way. I will say that we have 70 years of tradition and history here as well as 200,000 members and the backing of the FIM - and I think that means something. I didn't expect anything to happen this soon because of the holidays, but hopefully something comes in the next week or two that resolves this. I will say that the AMA is absolutely dedicated to continuing to run a Superbike series with 10 events as they always have and hopefully with the same venues as we've had in the past."

What if the manufacturers stick to what in the past has been the accepted norm and race only with the AMA? "I can't answer that," Edmondson said. "The manufacturers made commitments to support the AMA Series, but that's when it was the only series.

"We have an attractive schedule and we can't imagine any of the manufacturers wanting to destroy all the hard work that has gone into the success of races like Mid-Ohio. We can't see them wanting to disappoint their fans. The bottom line is they have product they want to sell. There are only a certain number of National-level events out there and we're not sure that the AMA's general membership intends to fund a last-minute race series that is destined to run in red ink.

"As far as the promoters go, we have letters of intent with the promoters on our schedule. Those letters feature terminology that makes them become contracts. I'm dealing with people who keep their word. We've tried to be positive or else say nothing. We've presented a very positive approach to the future of our sport. We've made a commitment to recycle sanction fees for things such as TV and an out-of-industry sponsor search. We will be self-sufficient in running our program."

Of those promoters, the most earnest in her support of Edmondson and NASB seems to be Mid-Ohio's vice president, Michelle Trueman Gajoch, who was succinct in her assessment of the situation: "Mid-Ohio is in support of Roger Edmondson, and we've shown that by aligning ourselves with the North American Superbike Series. Why? Because I feel Roger's vision represents the best interest of the sport."

With Edmondson vacationing during the first week of January, his partner Patrick Murphy said on Tuesday, January 3: "We've had no further communication from Paradama. We honored the request of the manufacturers to meet with them. Now we're just waiting to see what happens."

wins. The Virginian was killed while racing in Riverside, California on January 18, 1964. **Tiny Lund**, who also started his racing career on motorcycles, was another former motorcyclist to be inducted on December 11; Lund went on to win the Daytona 500. The International Motorsports Hall of Fame is located in Talledega, Alabama and is open seven days a week with the exception of Christmas Day, Thanksgiving Day and Easter.

According to a press release from Team Valvoline, **Chuck Graves** became the first rider to commit to the new North American Superbike (NASB) Series when he handed a signed season-entry form to series founder Roger Edmondson on December 19 at Daytona International Speedway in Daytona Beach, Florida.

Road racer **Scott Gray** has returned to his home in Northern California following his three-week stay at a hospital in Georgia. Gray, who suffered serious injuries in a practice crash at the WERA Grand National Final at Road Atlanta in October, says he is now up and moving around. In addition, Gray has announced that he will contest the 1995 500cc World Championship Road Race Series after being accepted by the International Roadracing Teams Association (IRTA). "I'm going," Gray said from his home. "Right now there's a 95 percent chance I'll have a Roc Yamaha. Kevin (Schwantz) was a big help in getting me accepted and Doug (Chandler) also helped."

Seals Communications Corporation (Sealsco) has announced what it terms as "a groundbreaking" advertising sales and program production agreement with ESPN. Sealsco, through Seals Network Sales, Inc., will represent national advertising sales for all Sealsco produced motorcycle programming on ESPN and ESPN2. "It's a natural progression built upon our long-term relationship with ESPN," Sealsco president Lou Seals said. "This arrangment will offer our advertisers tremendous value and increased opportunities." The advertising sales agreement will include Sealsco's 10-year series MotoWorld, its sister series MotoWorld 2, the AMA Supercross Series, the AMA National MX Series, World Championship Road Racing, and a variety of motorcycling specials.

Approximately 60 motorcyclists met with representatives of the **AMA and the American Civil Liberties Union** (ACLU) outside Spartanburg, South Carolina, in early December to lay the groundwork for a lawsuit seeking to protect motorcyclists' rights, according to the AMA. The motorcyclists were among 500 riders who were harassed, video taped, searched and interrogated at a Red Cross charity ride last fall. They were on hand to meet Steven Bates, executive director of the South Carolina ACLU; Gaston Fairey, one of the state's leading civil rights attorneys; and Robert Rasor, AMA vice president of government relations. Rasor told the group that the AMA is committed to ensuring that another Spartanburg won't happen in the future, and he presented Bates and Fairy with a check for $5000 to initiate a class-action suit against law-enforcement authorities responsible for the actions that day. As reported earlier, the participants in the Red Cross charity event were stopped at the entrance to the Spartanburg Fairgrounds, where the ride was scheduled to end with a concert. The riders were required to hold up their drivers licenses while one officer video taped them and another read information from the license aloud to record it on the tape. In addition, police opened and searched saddlebags on the machines, and some riders were questioned about their club affiliations. Among those stopped and searched were executives from a local BMW manufacturing plant, a bank vice president and a local judge.

Eight senior members of the U.S. Senate are calling for full funding of the **National Recreation Trails Fund Act** in the 104th Congress, the Motorcycle Industry Council (MIC) reports. In a letter dated December 8, the bipartisan group asked Transportation Secretary Federico Pena to include $30 million in his 1996 departmental budget to fund state grants for trails. The senators also asked Pena to work with Congress to correct funding procedures that also have worked against the program. The Trail Act returns Federal gasoline excise tax monies, through the Federal Highway Administration, to the states to build and maintain trails. Although the funding is derived from taxes paid by off-highway motorized recreationists, the program benefits all trail users, motorized and non-motorized alike.

The official **1995 World Championship Road Race Series** calendar has been revised with some changes from the original release. The round of the World Championship in the United States will definitely be held at **Road America** on August 6; and the round scheduled for September 17 will be held in **Rio de Janiero**, Brazil. The Sidecar World Championship will be held over seven rounds. The updated schedule is as follows: March 26 - Eastern Creek, Australia; April 2 - Shah Alam, Malaysia; April 23 - Suzuka, Japan; May 7 - Jerez, Spain; May 21 - Nurburgring, Germany; June 11 - Mugello, Italy; June 24 - Assen, Holland; July 9 - Le Mans, France; July 23 - Donington Park, England; August 6 - Road America, Wisconsin; August 20 - Brno, Czech Republic; September 17 - Rio de Janiero, Brazil; September 24 - Buenos Aires, Argentina; October 8 - Catalunya, Spain.

AMA Pro Racing has announced that the name of the AMA Harley-Davidson Twin Sports class has been changed to **SuperTwins** for the 1995 AMA National Road Race Championship. The class, now officially entitled the AMA/Progressive Insurance Harley-Davidson SuperTwins Series, will be featured at all the AMA Superbike Series races. In other road racing news, AMA Pro Racing has announced that they will reduce the entry fee for SuperTeams endurance racing 33 percent - from $150 to $100 per team. "Due to a streamlining in series management, the AMA has been able to make a number of changes that will better serve the needs of our riders, and the reduction in entry fees for SuperTeams riders is an important benefit," said Merrill Vanderslice, the AMA's director of professional racing.

Chuck Graves set a new motorcycle lap record at Willow Springs Raceway in Rosamond, California, on December 18. Graves turned a one-minute, 24.5-second lap during the 1994 Toyota Cup F-1 series final. **Nick Ienatsch** was another record setter on the recently repaved race track; Ienatsch turned in a 1:24.7 on his Steve Biganski-tuned Yamaha TZ250 in the F-1 race. Two-time World MX Champion **Donny Schmit** was also on hand at the season finale. Schmit took part in the WSMC Racing School before finishing fourth in the six-lap Middlweight Novice race.

International Championship Events (ICE) will be kicking off its **1995 World Cup Ice Speedway Series** with two California dates. The series will begin at the **San Diego Sports Arena** in San Diego on January 6 before heading north to Sacramento's **Arco Arena** on January 13. For more information contact International Championship Events at 303/262-9067.

Former factory Kawasaki rider **Jeff Matiasevich** has signed a deal to rejoin the manufacturer's factory squad. The only difference is that Matiasevich will be racing Kawasakis in Japan, though rumor has it that he will also race the first few rounds of the U.S. Supercross Series, using factory equipment.

Moroney's Harley-Davidson will field a four-man race team in 1995 to compete in Twin Sports road racing, Grand National dirt track and 883 dirt track racing. **Arron Yates** and **Jim Leslie** will compete aboard Harley-Davidson 883s on the pavement, while **Georgie Price** and **Mike Hacker** will compete in the AMA Grand National Dirt Track Series on Harley-Davidson XR750s and also contest the Harley-Davidson 883 Dirt Track Series as well. **Spectro Oils** has again signed on as a primary sponsor of the team.

Current 500cc World MX Champion **Marcus Hansson** will be switching to the 250cc class for 1995. The Swede will ride a Honda backed by former champion **Georges Jobe**.

Swedish rider **Peter Johansson** has switched to Husqvarna after a longtime association with Yamaha. Johansson, who usually rides 125 and 250cc machinery, will contest the 500cc World Championship MX circuit.

AUTOGRAPH SIGNING: At Cycle Sports Center in Orlando, Florida, on January 12 from 7:30 p.m. to 9:00 p.m. Team Yamaha's Jeff Emig, John Dowd and Kevin Windham are expected to appear. For more information call 407/299-9191.

AUTOGRAPH SIGNING: At Beach Sportcycles Yamaha in Orlando, Florida, on January 13 from 7:00 p.m. to 8:30 p.m. Team Yamaha's Jeff Emig, John Dowd and Kevin Windham are expected to appear. For more information call 407/631-5571.

British rider **Paul Cooper** will contest the '95 250cc MX GP circuit on a Honda with backing from SoCal clothing, an American company. SoCal, which oddly enough is located in Chicago, is providing Cooper with a transporter.

AUTOGRAPH SIGNING: At Cycle Sports Center in Orlando, Florida, on January 12 from 6:00 p.m. to 7:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco and Robbie Reynard are scheduled to appear. For more information, call 407/299-9191.

CORRECTION: The manufacturers' suggested retail prices for the Husqvarnas printed in our Issue #50 Buyers Guide were incorrect. The correct price for the 350 and 610 four-strokes are $5748 and $5999, respectively.

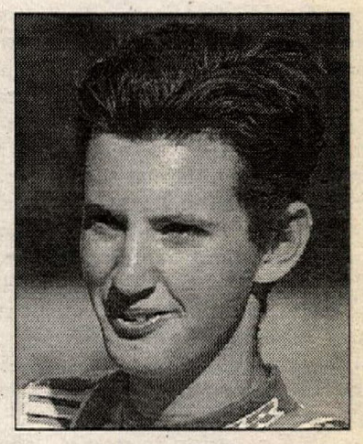
AUTOGRAPH SIGNING: At Miamitown Cycles in Cincinnati, Ohio, on January 7 from 12:00 p.m. to 3:00 p.m. Grand National Cross Country Champion Scott Plessinger is scheduled to appear.

PROMOTED: Scot Harden, to the position of Vice President of KTM America, Inc., whose main function is the sale and distribution of KTM's new mini line. In addition, Harden was promoted to the position of National Marketing Director for KTM Sportmotorcycle USA, Inc. and is responsible for all KTM national marketing, advertising and media relations programs.

HIRED: Jeff Salamon, to the position of sports marketing director of KTM Sportmotorcycle, USA, Inc. Salamon is responsible for all Team KTM U.S. Racing Sponsorship development programs, and will work out of KTM's eastern office in Ohio.

AUTOGRAPH SIGNING: At Cycle Service Racing, in San Pedro, California, on January 14, from 10:00 a.m. - 1:00 p.m. Greg Zitterkopf is scheduled to appear. The event is also the shop's grand re-opening under new ownership, and KTM and FMF representatives will also be on hand. For more information, call 310/548-6874. CN

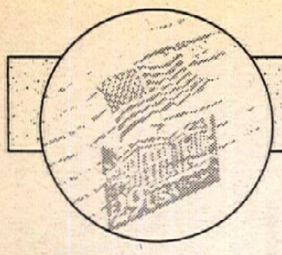
Huffman nabs GFI Invitational SX win



Team Suzuki's Damon Huffman (right) was the winner of the January 2 GFI $10,000 Invitational Supercross, held at Perris Raceway in Perris, California. The defending Western Regional 125cc Supercross Champion elected to contest the premier 250cc class at Perris, and the switch to the bigger bikes proved to be quite profitable. For his win, Huffman earned $5000 of the $10,000 purse.

Winner of the previous two GFI Invitationals, Team Yamaha's Jeff Emig crossed the finish line a distant second after crashing in the closing stages of the race. Emig waited until the later laps before making his move, and a mistake in the whoops sent him to the ground. Emig did, however, recover in time to finish well ahead of third- and fourth-placed Honda/1-800-Collect's Doug Henry and Honda of Troy's Michael Craig. Team Kawasaki's Mike Kiedrowski finished fifth.

New Team Suzuki rider Craig Decker emerged victorious in the 125cc division, edging out Honda-mounted Brian Deegan and Pro Circuit Suzuki rider Greg Schnell. Last year's 125cc class winner, Ryan Hughes, crashed out of contention.



VOICES
Letters to the editor

Mind Pollution

Having recently read the "In The Paddock" article in the December 14 issue, I felt compelled to comment. The article's writer, Michael Scott, apparently decided to share with us his idea that motorcycle road racing crashes are funny. In his view, motorcycle road racing crashes "are all, in retrospect, screamingly funny" - if there are no injuries. He goes on to inform us that the racing crashes detailed in the Two Wheeled Promotions summary were "incidents that relieved the monotony of one perfect lap after another" during the 1994 GP season. He sums up the various GP riders who had the misfortune of crashing this year as "a bunch of clots." Since when is crashing a motorcycle at speed funny?

My question to you is: Where did you get this guy? His days must be filled with soap operas, tabloid talk shows and TV "cop" shows. He probably accepts The Enquirer as a legitimate news source. Mr. Scott's disjointed outlook is a perfect example of one of the unfortunate characteristics of American society today - a great fascination for the misfortunes of others. Mr. Scott drives this point home when he says "Nobody needs reminding that crashes are even funnier when they happen to other people." What a pathetic little life he must lead in order to find humor in the riders' misfortunes. Motorcycle racing is a dangerous sport and the practitioners of it are brave men and women. It's a shame that he sees fit to mock their efforts by laughing at their accidents. I am also surprised the *Cycle News* would provide a platform from which a person like that may offer his mind pollution to the public.

Kevin E. Redner
Quincy, IL

Missing invitation

A situation has come to my attention to which motorcycle race enthusiasts ought to be alerted. Particularly those historic race and/or BMW enthusiasts for whom the Battle of the Legends has become a major event, even the focal point or reason for attending race meets.

For reasons, not at all clear, Reg Pridmore has yet to be invited to return for this season's events. It certainly can't be for performance, for Reg has been a top finisher in every one of the Legend races to date. There has been absolutely no behavior, on or off track... e.g. trashing or crashing a bike, or unsportsmanlike conduct... that can justify his exclusion. One only can assume that some individual with a personal axe to grind is responsible for this mean-spirited action.

For years, Reg has been "Mr. BMW" in this country. First for his National Superbike Championships won with a hopelessly outclassed BMW twin; for his BMW agency and its ancillary accessory business; for his CLASS program, featuring BMW bikes; and not the least for his performances in earlier Legends events. His identification with BMW stretches back to the days when the marque, in this country, was an obscure one, supported by a small band of devoted fanatics.

I cannot believe that BMW North America is aware of what is going on. They simply could not be so short-sighted or so ungrateful to one of their earliest, longest, and in many ways, most widely known representatives. Much of their success has been based upon identification with their product by loyalists like myself. Nasty behavior of this sort is very destructive to the very image that has produced our loyalty.

I, for one, had been planning to attend Daytona. The single largest reason was to view the Battle of the Legends, and to see how the new Roadster performed. As a longtime BMW enthusiast, I certainly anticipated cheering for "Rego."

Stephen R. Holman
Grants Pass, OR

Godspeed, K.C.

On December 26, 1994, motorcycling lost one of its biggest enthusiasts. Kevin "KC" Cox died doing what he loved doing most in life - riding motorcycles. He was 39 years old.

K.C. and his close friend Ron Dickson were trail riding when they collided head-on, killing both riders. K.C. loved the sport in every form. He worked as a service manager at Kawasaki of Riverside for four years, and raced his YSR80 on the weekends he wasn't riding his street bike to the Laguna Seca Grand Prix or riding his KX in the hills. If he wasn't riding, he was reading *Cycle News* or any other magazine involving the sport he loved. He will be missed by many.

K.C. is survived by his wife Diane, daughters Ashley and Diane, and friends too numerous to count.

Friends who wish to send flowers can instead send donations to Kevin Cox fund, care of Kawasaki of Riverside, 1605 University Ave., Riverside, California 92507.

Cheri Woodard
Riverside, CA

Desert angels

I have been a participant of the Los Angeles-to-Barstow-to-Vegas dual sport ride for the last six years. I have had my share of problems, but I have always finished, until this year. Sixty miles into day two, I developed a case of extreme food poisoning or a strain of violent flu.

I was able to hobble into the Trona gas stop, but it was clear I could go no further. That's when Tom and Anne Van Beveren volunteered to take me to Vegas. It seems Tom and Anne were covering the event for *Cycle News*. Tom hit a deer on day one, putting his bike out, so they were heading to Vegas in their van. I can only say that they were truly life savers in my eyes. I was cold, sweating, vomiting and ready to "die" when they asked if they could help. They went out of their way to accommodate me and even saw me safely to my hotel room! Thanks Tom and Anne, and thanks *Cycle News* for covering the event. Who knows if I would have found someone as helpful as your reporters!

Steven Dickinson
Sylmar, CA

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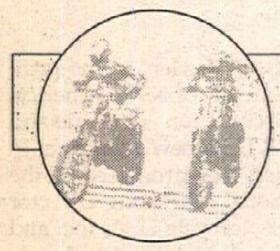

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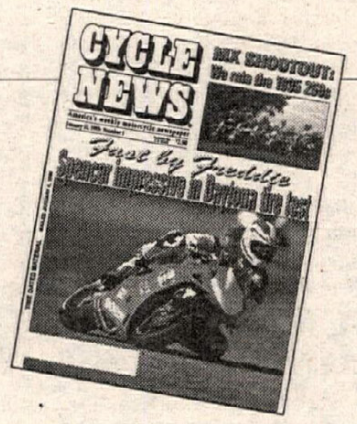

ON THE FRONT COVER

Freddie Spencer looked to be in fine form at the recent Michelin tire test. Photo by Henry Ray Abrams. See page 10. Inset photo: It's 250cc shootout time and the winner is...turn to page 6. Photo by Bob Harvell.

CYCLE NEWS
America's weekly motorcycle newspaper

Volume XXXI

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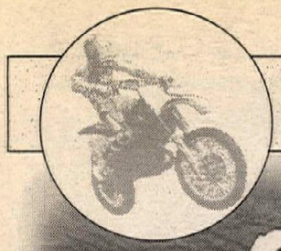


SHOOTOUT | **250cc MX Comparison**

Let's get ready to rumble...

By Donn Maeda

Another year has passed, and 1995 is finally upon us. New Year's resolutions, income taxes and a few more gray hairs come to the minds of many, but to MX fanatics, the new year means only one thing - new bikes!

This year's crop of 250cc motocrossers is the best ever. Though most of the bikes have been simply refined, the most competitive machines in recent memory have been produced by the Honda, Kawasaki, KTM, Suzuki and Yamaha factories for '95.

The first of the '95 bikes rolled into our offices in late September, and in between Halloween trick-or-treating, Thanksgiving turkey destruction, and Christmas shopping, the *Cycle News* test-riding staff has managed to spend a considerable amount of time on each of the machines. At each track, every tester filled out a detailed questionnaire, awarding points to each bike in several areas. Bikes were rated in many ways, but for our report, we've broken it down into three major categories: power, handling and suspension. So which bike is our favorite? You'll have to read on for that answer...

Bits and pieces

As always, the **Honda CR** has the absolute **best brakes**. Power, feel and modulation of the CR units are unequalled, and Honda riders will have no problems coming down from speed.

Brakes on the other four bikes rated about the same - a four-way tie, if you would. One tester felt that the **Kawasaki KX** brakes felt strong at first, but became **squishy** towards the end of a long moto. Another felt that the **Yamaha YZ** binders were on the grabby side, and could be heated up easily.

The **Honda CR** and **Suzuki RM** have the **best transmissions**. Both machines have a buttersoft feel at the shift lever, and missed shifts were never a problem on either bike. The **KTM SX** and **Yamaha YZ** felt notchy at times, but it was nothing that we couldn't live with.

The **Suzuki RM** is best suited to **short riders**, as the rider feels as if he is riding *in*, rather than *on* the RM. Taller riders will need to order taller seat foam. The **Kawasaki KX** is the **tallest**-feeling bike of the bunch.

Levers can be bent back into their original shape on the **Honda CR**, **Suzuki RM** and **Yamaha YZ**. Don't try this trick with the **Kawasaki KX**, though, as they will **snap**. The **KTM SX** levers come with "perforations," so that in the event of a crash, the end of the lever will snap off. A broken lever is much better than a broken clutch perch or brake master cylinder.

Before you start to peel off the **warning labels** on the **Yamaha YZ** rear fender, make sure that you have an hour or so to spare. The stickers tear off in little bits, and leave behind a stubborn, sticky residue.

Don't overtighten the **gas cap** on the **Kawasaki KX** - the top will split in your bare hands. Keeping a spare in your tool box might not be a bad idea.

The **KTM SX** comes with **Domino grips and levers**. They look different, but have awesome feel. The KTM also comes with Renthal-type aluminum handlebars - the others come with bogus steel units.

When bent in a crash, the bright orange **Honda CR** fenders can crease and turn white.

Best clutch honors go to the **Honda CR**. The **Suzuki RM** is right up there with the Honda, but the RM clutch is a tad easier to heat up. The **worst clutch** award goes to the **KTM SX**. Drag was a problem during testing, and try as we might, we couldn't adjust it out with the lever and clutch cable adjusters.

The **Kawasaki**, **KTM** and **Suzuki** all have **full-coverage radiator shrouds.** This can be good and bad. The shrouds protect the tank, and make it easier to clean the bike up, but they block light and make it hard to see the fuel level when filling the tank.

A special **thanks** to **Rainbow MX Park, Glen Helen Raceway, Perris Raceway,** and to the **Racing Enterprises** Carlsbad MX staff.

POWER

Though not as critical as it is in the 125cc class, the engine is probably the most important ingredient in a good 250cc MX bike. But unlike the tiddler division, the 250 with the hardest hitting powerband is usually not the best. A good 250cc engine is fast, yet easy to ride, and a good spread of power that can be either revved or chugged is ideal. A hard-hitting, pipey powerband is not.

Of the five bikes, most testers agreed that the Honda was the king of the engine department. In the past, CR250 motors have produced a healthy dose of power down low, had a hard hit in the middle, and continued to pull hard up top. For '95, Honda engineers reported that they set out to mimic the '94 Yamaha YZ's linear powerband, and more than a few of us let out sighs of disappointment. We were pleased to find, however, that although the new CR250 engine is a bit "mellower," it still packs quite a punch. As always, the Honda has a pleasant amount of low-end torque that pulls well into the meat of the powerband. Gone is the abrupt mid-range punch of the past, and replacing it is a steady surge of midrange power. Top end is about the same - the CR can be revved to the moon before the next shift is required. All in all, the CR's motor is a kinder, gentler version, but by no means can it be considered slow.

Next comes the Yamaha YZ. All of our testers loved the YZ's powerplant, which has good low-end power, great midrange, and decent top end. Like the Honda, the Yamaha is very easy to ride. Traction is easy to find with the YZ, as there are no sudden surges in power that cause the wheel to spin. In comparison to the CR motor, the YZ has a bit less low end and doesn't rev quite as far, but it gives nothing away in the fat part of the powerband.

The Suzuki RM was the biggest surprise of '95. In years past, RM250 engines have had very little low end, and an arm-jerking, neck-snapping hit in the middle of the powerband. After pulling almost uncontrollably hard in the middle of the powerband, the engine practically signed off in the upper rev range. Needless to say, RM250 motors haven't been well-liked by the *Cycle News* staff for the past few years. This year, though, things have changed - drastically. The smoothest powerband in recent memory makes the RM a pleasure to ride. Power starts down low and pulls smoothly into a healthy midrange. The bike seems to fall on its face, however, in the upper part of the rev range. Short-shifting is the way to go on the yellow machine.

The KTM 250SX and Kawasaki KX250 have very similar powerbands, but the overall nod goes to the green machine. A killer midrange hit makes the KX a thrill to ride, but on dry, slippery tracks, it can be a handful in comparison to the other bikes. Of the five machines, the KX seems to rev the quickest, and the engine is best described as explosive. Low-end power is average, and though top-end power is good - it is overshadowed by the monstrous midrange hit.

Like the KX, the KTM's strength lies in the middle of the powerband. But unlike the KX, the 250SX is hard to keep on the pipe, as it has the narrowest powerband of the five machines. The SX was further hampered by a dragging clutch. No matter how much we played with the star adjuster on the clutch cable, we weren't able to get rid of the annoying drag. The bike is impossible to start in gear.

HANDLING

The quickest handling bike of the bunch is the Honda CR. Nothing can outcarve the bright red machine when the going gets tight, but a Red Rider pays the price when the speeds escalate. High-speed handling is best described as twitchy, and a Honda rider must stay on his toes when slowing from high speeds. The CR was made to corner, as tight, rutted turns and dry, flat corners are handled with equal ease. Changing lines midway through a turn is as simple as pointing the front end.

On the opposite end of the spectrum is the KTM 250SX. The Austrian machine is incredibly stable, thanks mostly to its conventional Marzocchi fork and some-

what relaxed steering geometry. At speed, nothing can faze the KTM. Headshake is almost nonexistent. The tradeoff, however, is lazy cornering manners. Getting the KTM to hug an inside line takes a lot of effort, but swooping, outside lines are easy to negotiate on the SX. On off-camber turns and straights, though, the front end feels as if it could slip out from under you at any moment. Getting your weight way over the front end was the only cure.

The other three machines fall somewhere in the middle of the two extremes. For the past two years, the Kawasaki KX has given up its long, stable feel in favor of a Honda-esque, cut-and-thrust type chassis. The best way to describe the new-generation KX chassis is a compromise between its stable chassis of yesteryear and typical quick-handling Honda manners. The KX carves a pretty good inside line, and at the same time stays under control at speed. The Kawasaki has the tallest feel of the five machines, perhaps making it a bit harder to lean over in corners.

The Suzuki RM has an all-new feel for '95. Thanks to the much-improved engine, the RM no longer spins the rear wheel and swaps across the track - now it hooks up and drives forward. Whether or not it is actually the engine or new chassis and suspension specifications that make the new RM more pleasant is hard to determine. Powering out of corners on the RM inspires confidence, as the Suzuki stays straight and true. Coming down from speed can be scary, because, like the Honda, the RM will shake its head if the rider gets lazy. The yellow machine is the only bike in the bunch that can rival the Honda in corners, as it can match the Honda's every move. Knifing in the front end on sand tracks was more common on the Suzuki.

Our favorite handling machine was the Yamaha YZ250 - hands down. The Yamaha has the best of both worlds - sharp turning ability and high-speed stability. Never did the white and purple machine do anything unexpected, and every test rider agreed that the bike was extremely forgiving. In corners, the YZ felt equally at home down low or up high, and making a midturn line change was easily accomplished. A low, long layout gives the YZ a superstable feeling on rough, choppy straights, and all who rode the bike came off the track with smiles on their faces.

YAMAHA YZ250

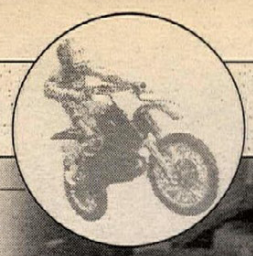
KAWASAKI KX250

SUSPENSION

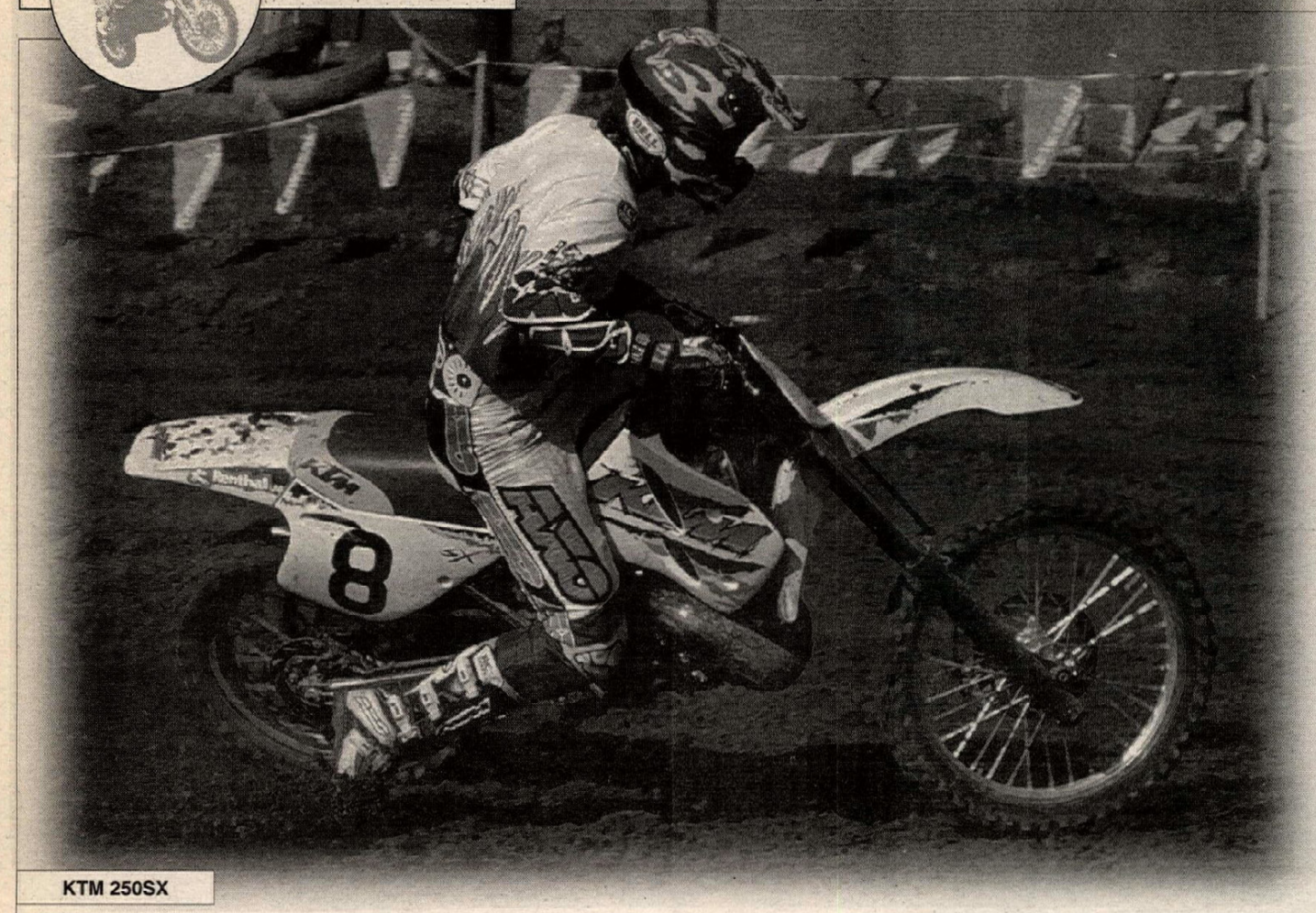
Of all the categories, test riders disagreed the most about the suspension on the five bikes. Well, almost. Everyone agreed that the Yamaha was hard to beat, but from there on, things were messy. Though the Yamaha has the shortest front and rear travel, everyone agreed that it was not apparent on the track. Fork action was excellent, as the Kayaba units did a fine job of soaking up everything from small braking bumps to square-edged potholes. Our only complaint was that the fork was a tad on the soft side, but stiffer fork springs should do the trick. Out back, the KYB shock performs equally as well. In stock condition, rebound damping felt a bit slow for our tastes, but the sensation went away with time. As a package, the YZ suspension can't be beat.

Riders who were familiar with Hondas loved the new Kayaba fork and shock that adorn the new CR. Riders who weren't too familiar with that "typical" Honda feel didn't think that the KYB suspenders were much of an improvement over last year's Showas. Though

HONDA CR250



SHOOTOUT 250cc MX Comparison



KTM 250SX

Before the 1995 model year, I had never picked a Yamaha as the winner of a shootout. Oh, I came close a couple of times, but one of the other bikes always edged out the white machines. This year, however, I picked the YZ as my favorites in both the 125 and the 250cc classes.

Like the YZ125, the 250 emerges as the overall best by virtue of having the finest combination of very good (not great) traits in the class. Other bikes come out slightly ahead in some categories, but each has a chink in its armor elsewhere - not the Yamaha. The YZ simply does everything well. The motor is extremely powerful, while at the same time being confidence-inspiring and easy to use. The Honda works better on loamy tracks, while the RM is superior on slippery courses, but the Yamie performs very well on both. The Kawasaki has a healthy hit between bottom and midrange, but is otherwise a step behind, and a dragging clutch makes the KTM's power hard to pin-point.

As usual, suspension is another of the YZ's strong points. Though flawed by springs that are on the soft side for aggressive riding, the Yamaha's Kayaba units absorb everything from small ripple bumps to crusher landings. KTM's Marzocchi fork is probably the best in the class, but the YZ isn't far behind, and its shock is as good as anything in the class. Apparently it's fashionable to criticize Kawasaki's suspension this year, but once dialed in, I found it to perform at least as well as in '94. The RM's high-tech suspenders are hard to fault, as well, but Honda has once again been struck by the curse of harsh forks. The fork is so bad this year that I had to avoid small bumps when entering corners, for fear that the CR's front end would be deflected off-line.

Handling-wise, Yamaha once again offers the best compromise. A low-slung feel dominates the YZ, which is normally a minus for my lanky frame, but for some reason I like it in this case. The Yamaha feels both stable and flickable, again finding the middle course between the unwavering KTM and the hyper CR and RM. I also like the KX's handling; it steers better than the YZ but is a bit less stable.

In the final tally, the YZ easily makes it to the top of my list, with the Kawasaki and the Honda tied for second. Honda would be a sure winner if they could just get their suspension right, while Kawasaki needs to find just a bit more power. Both the RM and the KTM are major improvements over last year's efforts. Suzuki successfully made the transition from a hard-hitting, uncontrollable power spread to a smooth, tractable delivery, but they went too far and sacrificed top end. KTM has finally put together a truly competitive package - one that arguably boasts the best suspension in its class - but an unwieldy feel and a few glitches hold it back. These two bikes tie for last, although I wouldn't hesitate to buy one if I found the right deal.

-Chris Jonnum

not as plush on either end as the Yamaha, the Honda soaks up most everything thrown its way in a very civilized manner. Fork action is good throughout the entire stroke, and for the first time in recent memory, stiffer springs are not necessary. Square-edged bumps are gobbled up when the rider is aggressive, but they will deflect under a tired or lazy rider. The rear end isn't as forgiving as the YZ's, but it soaks up large and small hits with similar authority. Like the forks, the shock is sufficiently sprung, and only fast or heavy riders will require beefier coils. As is the norm with most Hondas, a swap here and there can be expected.

Riders argued about the Kawasaki's handling over and over at each test track. Charging hard on the KX made the bike feel horrible, as the violent powerband stiffens up the suspension and doesn't allow it to work as it was designed. The bike feels way too stiff, and the rear end will skate from one side of the track to the other. Mellowing out and riding the bike in a more controlled manner produced an entirely different feel. Though the bike still has a stiff feel, the green machine exhibits exceptional capabilities in the hands of the right rider.

In comparison to past Suzuki RMs, this year's yellow machine feels great. The Showa fork and shock gobble up most everything thrown their way, with the exception of square-edged bumps. On curbed surfaces, the forks can ricochet unexpectedly. Unlike the RM125, which we disliked for its sagging rear end, we were quite fond of the RM250's rear suspension. Small and large bumps could be attacked with confidence, though the shock would bottom on hard landings. Plan on ordering up a stiffer rear spring,

Without a doubt, the KTM has the most plush set of forks in the class. The Marzocchi Magnum 45 conventional fork has no equal when it comes to delivering a pleasant ride. Thanks to the greater amount of flex that a conventional design yields, even the nastiest tracks feel like fire roads aboard the Katoom. Perhaps our favorite thing about the fork was its ability to absorb slap-down landings. Try as we might, we couldn't get the fork to transmit a shock to the rider's arms. Unfortunately, the rear end doesn't work as well as the front, but it does get the job done. The Ohlins shock absorber is not as adept at soaking up the hits as the Yamaha, Kawasaki or Suzuki units, but many of the testers liked it better than the Honda's. The KTM's rear end does everything well; nothing - good or bad - stuck in our testers minds after a ride on the SX.

THE ENVELOPE, PLEASE...

When the points were tallied, the Yamaha YZ250 emerged the clear winner of our '95 250cc MX Shootout. Not only did the YZ garner the most points overall, but all but one test rider rated the white and purple machine first in the class. It may not be the fastest, but excellent handling characteristics, good suspension, and a strong motor make the Yamaha our favorite 250 of '95.

The Honda CR250 and Kawasaki KX250 came next, with the Honda barely edging out the green machine. With the best motor and brakes, decent suspension, and razor-sharp handling, the Honda can very easily be ridden at a rapid pace. Sure, the bike can throw you an occasional swap, but Honda riders learn to adapt.

Throughout our test, the KX was the most argued about bike of the five. One tester struggled to come to grips with the hard-hitting bike, while the others loved it. Self-discipline is the key to going fast on the KX. Good throttle control is

Sorry Yamaha, but I'm again going to be the wrench thrown into your program. Yes, I like the Yamaha YZ250. As a matter of fact, I love the YZ250 and without adding up the points in our rider survey, would have picked the bike as my favorite. But when the points were tallied on my critique, it was the Honda CR250 that stood above the rest.

Why? Well, the CR's awesome motor is probably the clincher, but the rest of the bike suits me just fine, also. Other riders complained about the CR's suspension, but over the years I have learned to ride the "Red Devils." Without a doubt, this year's Kayaba fork and shock are the best ever.

So why didn't I pick the Yamaha? Well, looking back over the survey, it seems as if the engine was the reason the CR prevailed. The Yamaha makes good power, but the CR just seems to have a bit more "oomph" everywhere. The Yamaha is magical on a rough track. The bike still has that low and long feeling that I have disliked in the past, but for some reason - this year's bike brought a wide grin to my face. The YZ is the perfect compromise between quick-handling and stable machines - a real do-it-all bike.

In all honesty, the Kawasaki scared me until I learned to ride it. The motor doesn't seem to have much down low, and an arm-jerking hit in the middle of the powerband managed to make my eyes wide on several occasions. The bike needs to be ridden in the meat of the powerband - screaming it just doesn't cut it. The bike handles pretty well, but only when power is applied smoothly. Pinning the throttle will cause the rear wheel to light up and the rear suspension won't get to do its job properly. In time, though, I was able to feel comfortable on the KX.

Next came the KTM and Suzuki. The bikes were complete opposites, yet the two scored within one point of each other. I really enjoyed riding the KTM on fast, rough courses. The conventional Marzocchi fork has no rival when it comes to plushness, and the bike is as stable as a motorhome. On tighter, more technical tracks, I did my best to stay off the Katoom. It won't turn. Not as tight as I'd like it to, at least. The engine was a midrange powerplant, with little power down low or up top. It was effective, but unimpressive.

For the first time in a few years, I really enjoyed the Suzuki. The new motor is awesome - it chugs down low and pulls smoothly into a strong surge of midrange power before signing off on top. Previous RM engines have scared me - maybe Suzuki gave their engine plans to the Kawasaki guys. Thanks to the kinder, gentler motor, the RM actually handles much better. The Showa fork and shock felt a bit soft for my tastes, yet the other riders didn't seem to mind. During testing, we constantly battled with the compression damping clickers. I really like this year's RM.

-Donn Maeda

required in order to put the KX's power to the ground.

Next came the KTM 250SX, followed very closely by the Suzuki RM250. While we loved the KTM forks, the rest of the bike didn't stir up as much excitement amongst the testers. Some felt that the bike still has that odd European feel, while others thought it felt "normal." The bike's weakest point is its narrow powerband. Though the midrange punch is impressive, the Austrian-built motor is lacking good low- and top-end power.

Though it earned the least amount of points from out testers, the Suzuki is in no way, shape or form a loser. The RM consistently earned average and above average ratings from the riders, and all of the testers agreed that they could competitively race the 'Zook. The RM has the best motor in recent Suzuki history, and that alone makes the bike a winner in our opinion.

In the hands of the right riders, any of the five machines can be ridden to victory. **CN**

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

SUZUKI RM250

Have you ever owned a motorcycle that seemed as though it was designed strictly for you? The kind of motorcycle that you immediately fall in love with and would happily lay your hard-earned cash on the table for. For me, the last motorcycle like this was the 1982 Suzuki RM250. At that time, I felt as though I couldn't lose on that motorcycle. To this day, I have yet to come across a motocross bike that kept me smiling as much as that RM did. But I have to say the '95 Yamaha YZ250 comes close.

The YZ is easily my favorite of this year's crop of 250cc motocrossers. Much of this has to do with the YZ's powerful yet very manageable motor. It might not be the fastest bike of the five - although it's close - but the YZ's powerplant is the most user-friendly. I must admit that, as a whole, I like the Honda's motor slightly better, but the two powerplants feel very similar. It's just that the Honda's mill pumps out a tad more "oomph" throughout the powerband. However, even though the Honda might have more "ponies" overall, I don't think its power advantage over the YZ would make a difference on the results sheets.

Not only do I like the YZ's motor, but its suspension is great, as well. Even on the notoriously rough Carlsbad MX track, a perfect testing ground for suspension, the Yamaha performed flawlessly. I had no complaints.

What didn't I like about the Yamaha? Starting it. The kickstarter is a little awkward to use, which usually resulted in a bruised foot, and I missed a number of laps of practice changing fouled spark plugs while cold-starting the bike.

My second favorite was the Honda. In my opinion, it has just two main advantages over the Yamaha: It has more overall power and it corners better. Other than these two qualities, I feel that both bikes are evenly matched. They both have excellent ergonomics, good jumping characteristics, awesome brakes and both seem well built. However, I'd have to put the Honda's suspension at the bottom of my list. This is one area that the Yamaha shines over the Honda. Had it not been for the Honda's harsh and busy suspension, I would've had to toss a coin to choose between the two bikes.

The Kawasaki could've been included in the coin toss if they made three-sided coins. It's an excellent motorcycle as well, and it had one distinct characteristic over the other four bikes - an explosive hit in the early part of the powerband. Because of this, the bike can be very intimidating, especially at first. You feel as though it's going to loop out every time you roll on the throttle, but once you get the hang of it, you can simply fly on the KX without trying all that hard. As for the rest of the bike, I liked it a lot. The suspension is good, it handles well and it's fun to ride. It just takes a little getting used to.

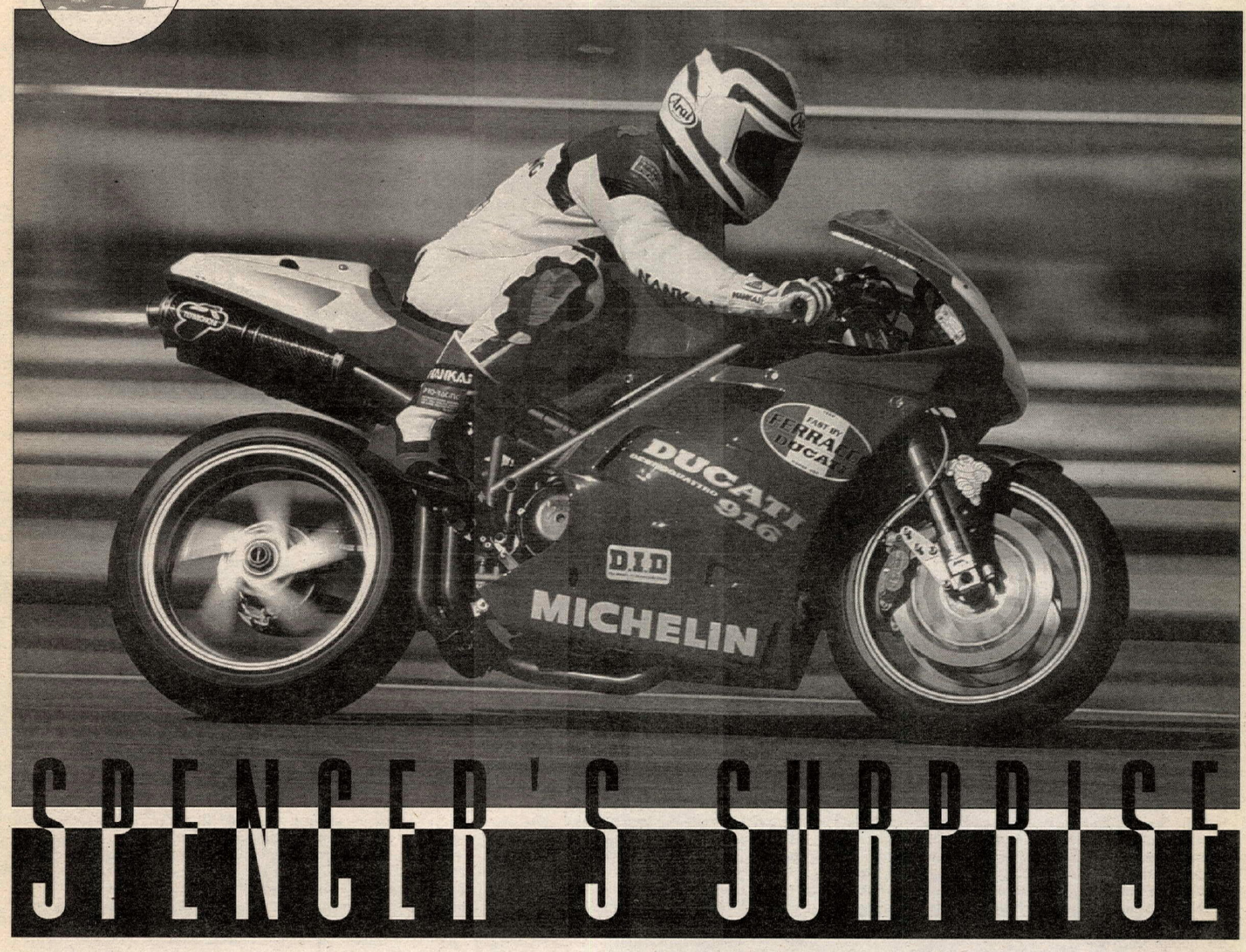
I can go either way with the KTM and Suzuki, but I have to give the KTM the nod. It has an excellent motor but can use a tad more power off the bottom. I absolutely love the fork but I'm not overly excited about the rear suspension, or the way it turns. It has a "heavy" feeling in the corners. Overall, though, I think the KTM is extremely easy to ride and is very stable, and, as a result, I could go fast on it right away. It makes an excellent GP bike.

I hate to rate the Suzuki last because this sounds so bad, which isn't the case at all. Instead, the Suzuki is a downright good motorcycle. It has a powerful yet easier-to-control motor, good suspension and good handling qualities, but, to me, these qualities don't shine unless the bike is ridden aggressively at all times. Although I feel fast on the Suzuki, I just don't feel as comfortable on it as I do going the same speed on the Yamaha. Plus, we spent an equal amount of time on all five bikes, but the Suzuki seems to vibrate more and feel a bit more "thrashed" than the rest.

What I liked best about the Suzuki was the way it corners and accelerates out of the turns. It also has good brakes.

Realistically, all five of these motorcycles are excellent motocrossers. It's just that each one has their own distinctive personalities, strong points and quirks. Perhaps the only important difference between these motorcycles is where you purchase them. In other words, which dealership treats you best. Maybe it's more appropriate nowadays to do a "shop shootout" every year? **-Kit Palmer**

Model	Honda CR250R	Kawasaki KX250	KTM 250SX	Suzuki RM250S	Yamaha YZ250
List Price	$5099	$5249	$5048	$4999	$5149
Displacement	249cc	249cc	248.6cc	249cc	249cc
Engine type	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	66.4 x 72mm	66.4 x 72mm	67.5 x 69.5mm	67 x 70.8mm	68 x 68.8mm
Compression ratio	8.7:1	9.0-10.8:1	N/A	8.4:1	9.0-10.9:1
Carburetion	38mm flat-slide	38mm Keihin	39mm Keihin	38mm Keihin	38mm Keihin
Ignition	Solid-state	Digital CD	Digital	Electronic	CDI
Transmission speeds	5	5	5	5	5
Starting system	Kick	Kick	Kick	Kick	Kick
Fuel capacity	2.0 gal.	2.2 gal.	2.4 gal.	2.0 gal.	2.0 gal.
Wheelbase	58.6 in.	57.5 in.	58.3 in.	57.7 in.	58.7 in.
Rake/trail	N/A	N/A	N/A	62°/108mm	N/A
Seat height	36.9 in.	37.6 in.	37.2 in.	37.8 in.	39.1 in.
Front tire	80/100 x 21	80/100 x 21	80/100 x 21	80/100 x 21	80/100 x 21
Rear tire	110/90 x 19	110/90 x 19	120/90 x 19	110.90 x 19	110/90 x 19
Front wheel travel	12.2 in.	12.2 in.	11.8 in.	12.2 in.	11.8 in.
Rear wheel travel	12.6 in.	13.0 in.	13.3 in.	12.8 in.	12.4 in.
Front brake	Disc	Disc	Disc	Disc	Disc
Rear brake	Disc	Disc	Disc	Disc	Disc
Final drive	Chain	Chain	Chain	Chain	Chain
Claimed dry weight	213.8 lbs.	213 lbs.	218.2 lbs.	216 lbs.	214 lbs.



SPENCER'S SURPRISE

By Henny Ray Abrams

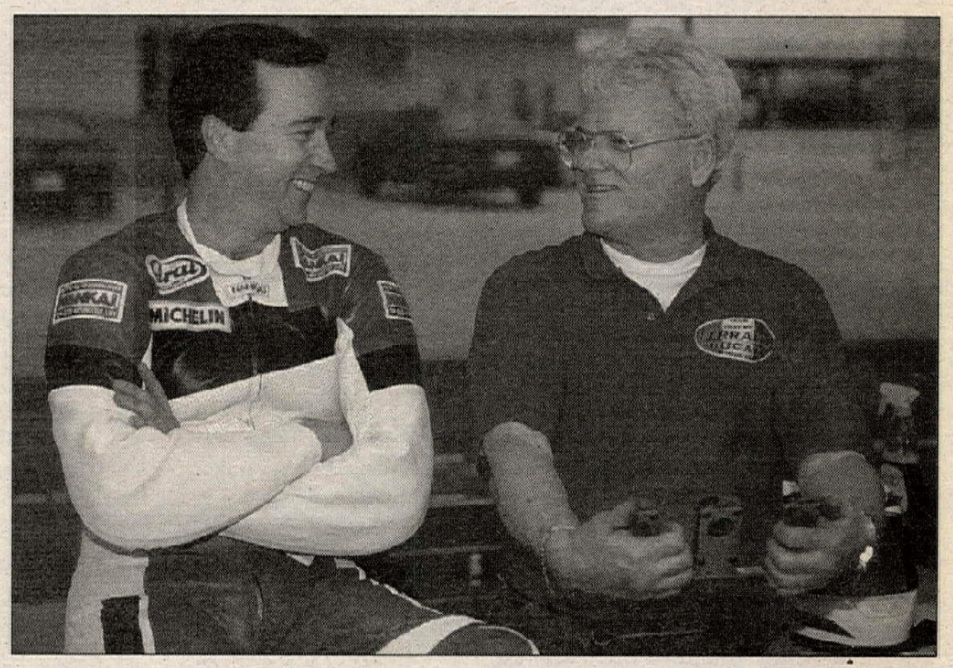
The buzz preceding the recently completed Michelin tire tests at Daytona International Speedway wasn't about race compounds, it was about racers - specifically, which ones would be there. The list of prospective attendees included former 250cc World Champion and ex-works Cagiva rider John Kocinski, AMA Superbike Champion Troy Corser, former World and AMA Superbike Champion Doug Polen, and three-time World Champion Freddie Spencer. Of those four, two showed up, and of those two, the one you'd least expect to show up and set fast time actually did the business.

Freddie Spencer, after not having been on a race bike in 15 months, and having been away from Daytona for over two and a half years, and admittedly out of shape, turned in the single fastest unofficial lap during the two-day test, held December 19-20 at Daytona. Spencer, and his 1995 Fast by Ferracci teammate Mike Smith, were aboard the Ducati 916 for the first time and Spencer adjusted so quickly he surprised even himself.

"Yeah, I'm surprised," he admitted, "because I hadn't ridden. I really didn't have any idea how quick I was going. When I was riding this bike I didn't know how comfortable or how quick I would adjust to it. As the day went on, at the end of Monday, I really didn't know how fast I could go on Tuesday. Tuesday morning, late Tuesday morning when I did those 1:53s is when I started to feel comfortable. The effort to do the 53s was less than the effort the day before. My timing, getting a feel for how the power comes on. When I did the 51s (toward the end of the test on Tuesday afternoon) the effort was kind of similar to the 53s."

Spencer's best lap was a hand-timed 1:51.8, a time that he nearly equalled on a number of laps surrounding his best. But it was somewhat deceiving. He did the times on a tire that isn't considered race compound at Daytona and the other riders on hand weren't far off. Polen's best was a 1:51.97, and dropping, on a race tire, and he did a whole string of 52.4s, putting in a dozen laps at a time with lap times varying no more than one-tenth of a second. The Castrol Honda rider was aboard his back-up World Superbike Honda RC45 with an engine that wasn't suited to the high banks of Daytona. Muzzy Kawasaki's Scott Russell turned a best lap of 1:50.62 in last month's Dunlop tests and he ran a string of 1:51s.

Mike Smith clocked 1:52.0 in his Fast By Ferracci debut and Honda's Shinya Takeishi managed a 1:53.6 on his first trip to Daytona, but he crashed, uninjured, in the West Horseshoe on Tuesday morning, ending his day. Team Valvoline Suzuki's Michael Martin and Chuck Graves also tested; Martin's best was 1:54.2 on the Team Suzuki Endurance GSXR1100 with Graves concentrating on the 750 Supersport bike and turning a best lap of 1:57.8.



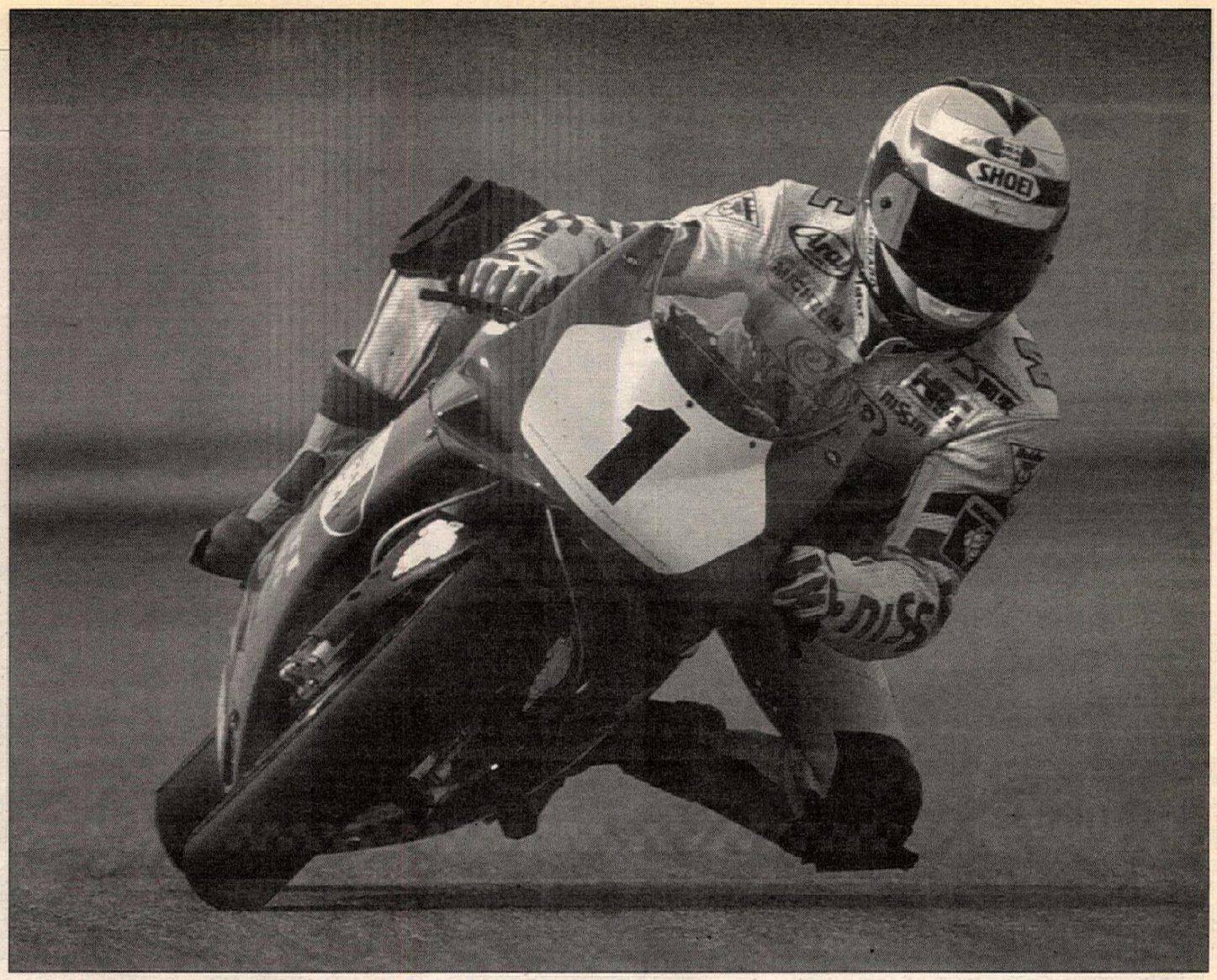
(Top) Three-time World Champion Freddie Spencer was impressive in his debut ride on the Fast By Ferracci Ducati. (Above) Spencer and Eraldo Ferracci chat.

Still, Spencer's performance was encouraging, more so considering that he was overweight and in need of a training program, something he's vowed to undertake for the season. Spencer will be teamed with Mike Smith and Tiger Sohwa on Ferracci's bikes for the upcoming season. (See sidebar.)

Team owner Eraldo Ferracci had hoped to do an endurance test on Wednesday, but the day was rained out and he headed back to Philadelphia with significant data gathered from the test.

"We learned a lot, and having the engineer at this track helped," Ferracci said. The Cagiva factory had dispatched Ivo Bertoni, an engineer in the World Superbike program, to help Ferracci learn the 916 and, especially, the new data acquisition system. "Everything on the suspension is so high on this track. It's got to be real nice on the top of the suspension, but on the bank they got to be really hard. It's something that, believe it or not, actually, once you tune for Daytona you can run at any track. Still, the first quarter of the suspension, when it's good here it's good anyplace else. We learned a lot of stuff. This bike is more aerodynamic than the other bike. I know it's got more than the other bike on top speed. And also the test that we did last year, the same test, with the racing tire, we went faster this year. And last year Troy Corser did 1:53 flat with the racing tire and now we did 52.10 with the racing tire."

After winning two World Superbike Championships and two AMA Superbike Championships over the past four years using Dunlop tires, Ferracci switched to the French brand this year, mainly, he said, because he wants to be the only factory backed team on Miche-



(Right) Mike Smith also had his first ride on the Ducati 916. The Georgian will join Spencer and most likely Takahiro Sohwa on the three-rider team.

DIFFERENT RIDERS, SAME GOAL

For the second year in a row Eraldo Ferracci is defending an AMA Superbike Championship with a different rider. After winning it in 1993 with Doug Polen, Ferracci signed up Australian Troy Corser and the pair went on to retain the title. The task for 1995 falls to the trio of Mike Smith, Freddie Spencer and, in all likelihood, Takahiro "Tiger" Sohwa. A contract has been sent to the Japanese rider and he is expected to return it the first week of January.

Once the decision was made for Corser to go World Superbike racing, and Pascal Picotte decided to switch to the Muzzy Kawasaki team, Ferracci started looking for new riders. He came up with a diverse trio, but had solid reasons for choosing each one.

"Mike (Smith), already I see him go fast in the race," Ferracci said. "Always he's really trying, he just goes two laps and then he stops because I think the equipment (Honda's RC45) did not allow him to stay up in front because the bike is new, not because the bike didn't have enough power. I think it was new, and it takes it longer to get together the bike. I think for sure he's got potential. Freddie Spencer, even if he does 90% of what he wants to do he's good enough. And he also, I think his personality is pretty good. A lot of interest from (the media) worldwide and yesterday he went pretty good. I sent somebody looking around, he was really good. Of course, I like to have the best driver in the world. We have the bikes, I don't say the best, but very good, and we need a good driver. I think good expertise works better than guts. Freddie, two years ago, we had a little three-week discussion, and then we pull out. Then, in Laguna Seca, at the Grand Prix (in September), we talked in the pits and he said he'd like a chance to test our bike. 'If I do good, then we do something. If I don't do good then we don't do it. I don't want anything that I don't earn.' So I said, 'you know what, I'm going to give you a chance.' And because I think the chance, I not give to him only, he give it to me, too. I believe the team, all of a sudden I'm going to have all these good guys riding for me."

"Last winter I kind of wanted to do the same thing," Spencer said. "But I still had a couple of operations on my finger (a broken finger on his right hand, the result of a crash in the 1993 Japanese GP). I got it (the operation), like about February, but that was really too late for this year so I just did the (television) announcing. And then we talked at Laguna. Coming back to race here, really the only team I wanted to race for was Ferracci. We first talked about this before the '92 season. We talked about it and it finally came together. I felt the bike, from watching it and I rode an 888 test at a Cycle World test in February, I felt the bike really fit me. The first lap out I real-ized that that was correct. I felt that if the bike was competitive and I had the opportunity to be on this bike, I could do well."

"Doug Polen was good, Troy Corser was good, everybody," Ferracci said. "Sohwa came to me and I right away went in my mind that, strategically it was good. Because he rode some time for a factory Kawasaki, and I want to get two opinions from somebody else. Sohwa, he already was a factory rider for seven years. If he rides a Ducati, it means this bike is good."

One of the factors guiding his decision was that he had to pay the rider salaries himself, a change from previous years when the factory paid. Because of that, each of the riders may have their own personal sponsor, who could advertise on their leathers - but hte bodywork will probably be identical, though Sohwa may have some Japanese sponsorship. Regardless of how the 916s appear cosmetically, all the riders will be on identical equipment.

What Ferracci was looking at in Daytona, besides the riders, was the new 916. He'd gotten the pair of bikes 10 days before the test and had little time to prepare them. One was a development mule from the factory and both had 600 to 700 miles on their engines. Because the AMA Superbike weight is considerably higher than World Superbike, Ferracci needed to find out what adding 35 pounds to the machine would do to it.

"You got to understand, the situation we have in America is pretty complicated, because, every time a team comes from Europe they got to change the whole setup," Ferracci said. "Nobody wants to put on 35 pounds on the bike. When you see what we've got to do with our bike... We've got to make a solid electrical starter that weighs like nine pounds. And yesterday we had a little oil leak because where it's hanging on the case, the weight, it broke the case where we hang the weight. It cracked the case, out comes oil, because the electrical start, we bolt right in. Last year's bike it was on the top, the weight. We want to try that way, but this track, a lot of rpm, a lot of g-force, it ripped the thing out."

"I think that it (the Ducati 916) has a lot of potential," Mike Smith said. "It's better than me, right now. I'm riding it like a Honda. I guess I rode it like Mike Smith rides which means I push it pretty hard sometimes, and you have to back off and try to flow with it. The Honda worked pretty good. I could spin the tires a lot of the time. But this bike here, it has some juice. This bike here I've not really gotten to see the subtleties of it yet. What I like about it is that it feels light. When you flick it left to right it flicks good. The brakes, I was worried about the steel brakes, these work very good. It stops good, it turns good. It's turning better. We're just developing. Ferracci's never run down here with this weight. Last year they didn't have the weight limit. Daytona's always stiffer than everyplace else. We're learning little by little. There's a lot to learn this week. So I'm not at the subtleties yet. I fit on it real good. I thought I was going to be real cramped. The power's different because you don't have to rev it as much. I've been revving it like the Honda. You don't rev it like that. It makes power and you don't rev it to make it make power. You short-shift it up top. And this thing here stretches its legs and it gets off the corners. I think the V-four is a good construction, I just think Ducati's been working on it and they've got a good combination."

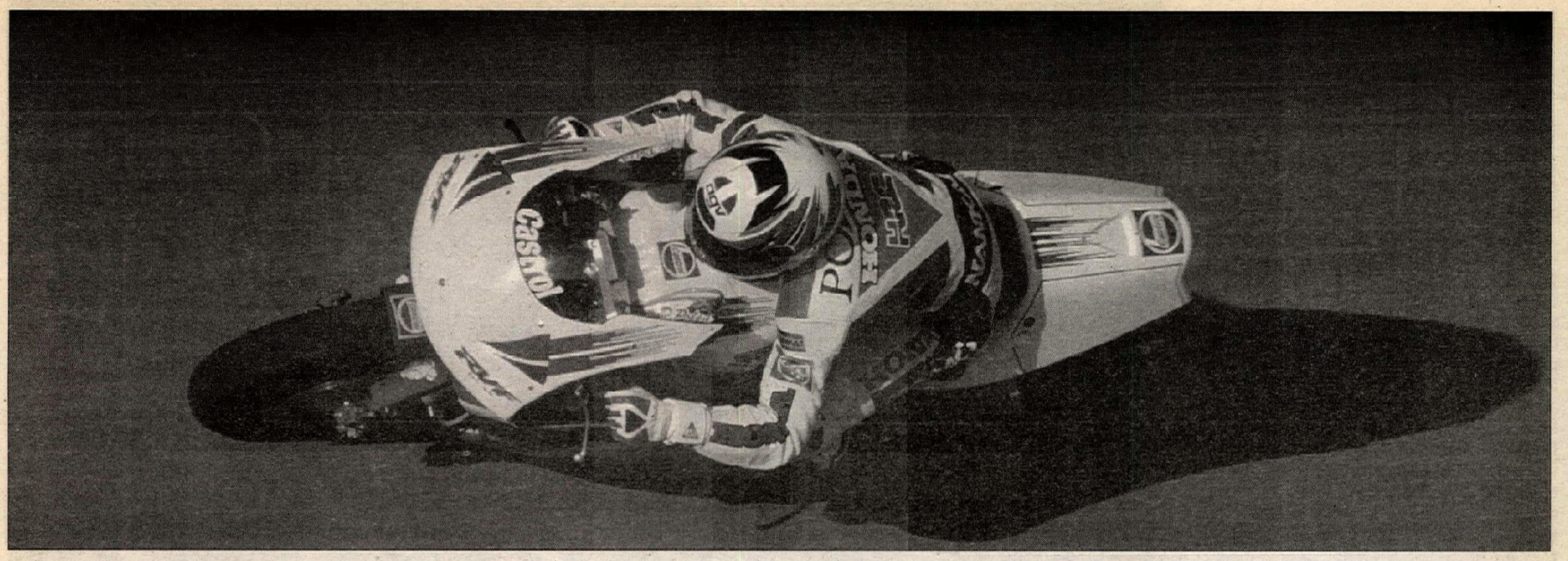
Since he was away from the races, Spencer studied the television broadcasts from overseas to see how the 916 worked.

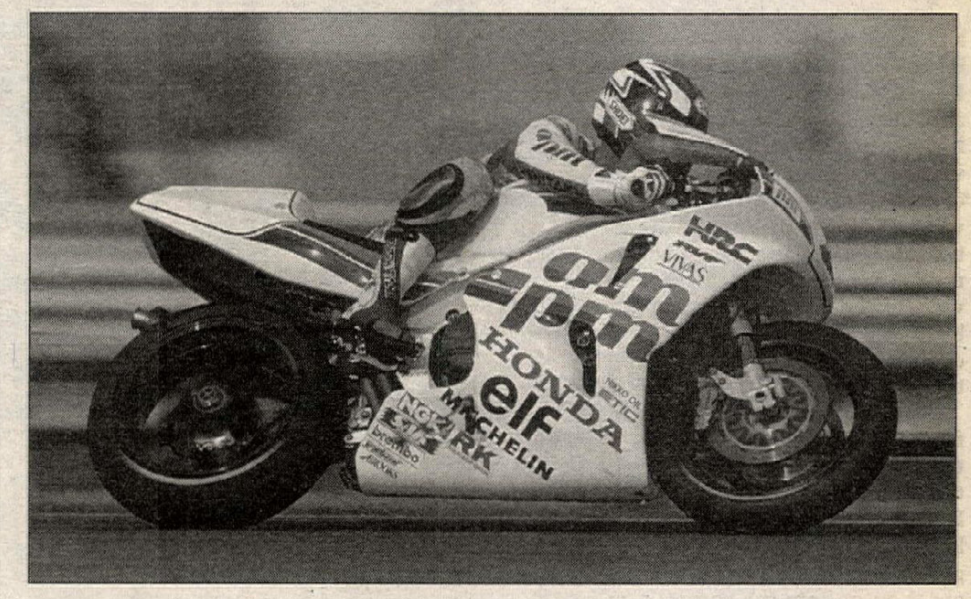
"I watched a couple of the World Superbikes to get an idea what the bike was like, because to me it looks like a race bike that they can make into a street bike," Spencer said. "When I was riding it and tucked in, it's small, and it's very low, very narrow.

"These things will overrev, but it's really not necessary. It has a lot of torque. Kind of what's deceiving about that is years ago the bikes were real peaky and so you didn't have much torque and the overrev was the torque. Whereas now, these things have so much torque and midrange that you don't really need it. To me, the way that I ride, the fact that it has a lot of torque and the front end sticks to where it kind of pivots the thing... Like here, out of turn one, you get it turned and then getting up onto the banking. Toward the end I could get the thing in, turn it in, and then drift a little out to get it cornered. I control it with the throttle. For me that goes a long way. It's a real benefit."

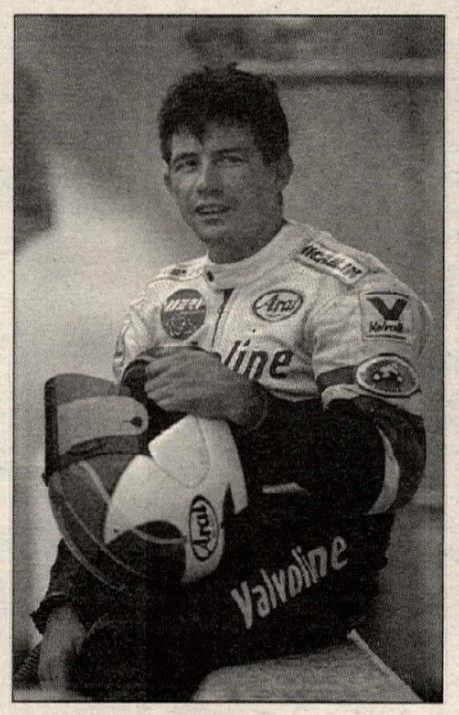
That he was able to go as fast as he did, and that he wasn't on the edge, was encouraging.

"And the thing is, that's really a compliment to the bike," Spencer says. "Like in turn one, I like to get the thing in and actually off throttle, the rear end starts breaking loose a little bit, then I can kind of catch up with it with the throttle in one continuous motion to where you get it in and it actually comes in even more when I get it to break away a little bit. And when it's starting to break away start applying power so the thing is kind of a smooth transition. It's a bike that will compliment me because I've always been able to get the thing in and get it to where it breaks loose, even before you give it throttle. If you can get a bike to do that, then you start applying power, and the thing's one continuous motion it doesn't even look like you're breaking away at all because you're already set at that angle."





(Above) Doug Polen at speed on the Castrol Honda. Polen was using the test to aquaint himself with the Michelin tires after many years of riding on Dunlops. (Left) Spencer gives tips to Mike Smith. (Right) Honda's Shinya Takeishi had his test interrupted by a crash. (Bottom right) Chuck Graves also rode at the test on the Valvoline Suzuki. The Californian concentrated mainly on the 750cc Supersport GSXR750; he was joined by teammate Michael Martin.



lins, which he feels will make them work harder for a title.

"Without taking anything away from Dunlop, as a matter of fact, Dunlop was a great company to work with, they give you a lot of respect, they give me a lot of, especially when Doug (Polen) was with us," Ferracci said. "The last year, there was too many people riding for Dunlop. So I thought, not that they were giving something bad to me and good to somebody else, no, not that kind of thing. I don't think they did, but if they did, I don't care. We switched because I think now Michelin needs to win. So what is better to get in someplace by myself than the guy that's going to give you the best. I tell you I did the same story why we're on the Ducati, because nobody does and it made the competition better. It's good for the sport, it's good for the big companies. The company in Italy, there was repeatedly, every time we go over there with one of my drivers, they run Michelin we run Dunlop. I have sometimes to jiggle around the situation so this way it makes it easy because the company they really like that whatever they run, I run, because I'm a factory team.

"Freddie and Mike said they know that tire, they want to know that particular tire and today we were going to do like 20 laps. It's a real good tire, it's got good grip," Ferracci added.

The man heading up the Michelin testing crew at Daytona was Frenchman Jean-Philippe Herisse, Michelin's man on the World Superbike trail. Herisse spent 10 years on the Grand Prix circuit, including Spencer's championship years of 1983 and '85, but said at Daytona there are different needs than at any other circuit.

"I would say the first thing is handling and then endurance," said Herisse, who's based at the Michelin headquarters in Clermont-Ferrand, France. "We have to build a special casing for Daytona. Before looking at lap times, I'm more looking about safety. When I come here I'm more concerned about safety. Of course, as fast as possible, but make sure that they stay together."

For the 200, Herisse said they planned on two tire stops. "I was talking with Freddie not too long ago and the first time we win here with Freddie we won by changing the rear tire. Everybody else was trying to do 200 miles without changing."

The 1995 Daytona 200 will mark the first time in years that Michelin has been involved with a serious factory effort and they're doing it with two of the best: The HRC team of Doug Polen and Ferracci's Ducati team. That they're on two different machines gives Herisse a broader data base to work from, though the track is the biggest determining factor here.

"Sometimes you don't know if it's the tire or the machine. If you've got two machines and you get the same answer you know it's the tire," Herisse said. "In this race track, no there's not so much difference with which bike you use. In this race track it's mainly handling on the bowl. If there was another race track maybe they would have been different."

Castrol Honda's Polen agrees. After winning his championships on Dunlops, and insisting that the Honda WSB team use them in 1994, Polen said he couldn't recommend that they be used in 1995. The decision to switch, however, was left to HRC. "This is the first time that I've gotten to run on them (Michelins), and the problem is that there's not a lot of grip on those tires because they're inflated tire pressures; a lot of things are just not the same. Everything is different (at Daytona). So my first time back on Michelins from Dunlops is at a place where the tires are going to absolutely be the worst performance tires that I'll ever be on all year. When we go to the next track, and first run at Phillip Island, it's going to be some serious rubber down there."

Last year in the 200, Polen, whose RC45 was in its infancy and not a strong contender at Daytona, suffered tire troubles late in the race. From what he learned during this test, he doesn't foresee a tire problem.

"The tires for the race will definitely last to each of the two tire changes," Polen said. "I mean, we won't have tire trouble. There's just no doubt. That's the best thing about it. This tire we tested here, we did like 40, 45, 50 laps on a front and the thing looks like we just scrubbed it in.

"There is a difference between the tires, but there isn't a whole lot of difference. These seem to be pretty consistent, a little better consistency than the Dunlops were. I don't know because I didn't run what they tested here at the test, but, in the past, it was an improvement over what we ran in March here. The track hasn't really been all that great to start with. Yesterday, it was real dirty. And now it's starting to come better, but the bike is really not up to the task to be doing any kind of decent lap times."

The plan was for Polen to test Takeishi's updated AM/PM RC45. But after Takeishi crashed, the newer forks and shock were fitted to Polen's Castrol Honda and he did his best time as the day was ending.

"The forks were real smooth. You could get more feeling from the road, really good input," Polen said of the new Showa suspenders with 47mm stanchions - up from 43mm. "It's a whole bunch nicer to ride and this is the first prototype. They bolted in a shock 10 laps from the end. With the winter testing and dialing it in with the tires... the times aren't all that great, but they ain't that far off."

Like Polen, Smith was adjusting to the new tires, but with something more of a reaction.

"It's scary because it's something different. And tires are basically all you've got," the Georgian said during the lunch break on Tuesday. "So you have to do it slow. When you're learning something, things pop up. I want it to be a gradual process, not real sharp. I want to run them on a good solid base of what they are and what they do. I've run the Dunlops so much, but I raced Michelins in Japan at the Suzuka 8-Hour and they work real good. You get a good consistent slide out of them. But as we go through the year I'll be able to see if they're better or how much different they are."

In addition to the new tires, Smith had to get used to a new bike and found he was learning to ride differently. Despite all that, he was well up to speed and his times were dropping when he had an engine failure on his 916 that was caused by the higher weight limits of the AMA Superbike rules. One of the weight gaining measures was the addition of the electric starter - which wasn't used - but it cracked the case where it was bolted on and Smith parked the bike with the engine smoking. Because of that he never got to try a qualifying tire and his race-tire laps were curtailed.

"Actually, I only rode the race tire for four laps but I had done some 52s with the earlier race tire, which was harder," the Georgian said. "So, the real race tire, I wasn't ready for it. It took me three laps to get used to it because where you get on the throttle it is so much different. You go into the corner, you get on the throttle and it pushes the front. I got one clean lap and that was a 52 flat. I think it's very possible that that race tire can do low 51s. Not consistently low 51s but maybe, maybe. That's a possibility because we've still got a lot of suspension stuff to test, a lot that I want to try and that hurt me coming in."

Spencer agreed with Smith that there was a lot to learn.

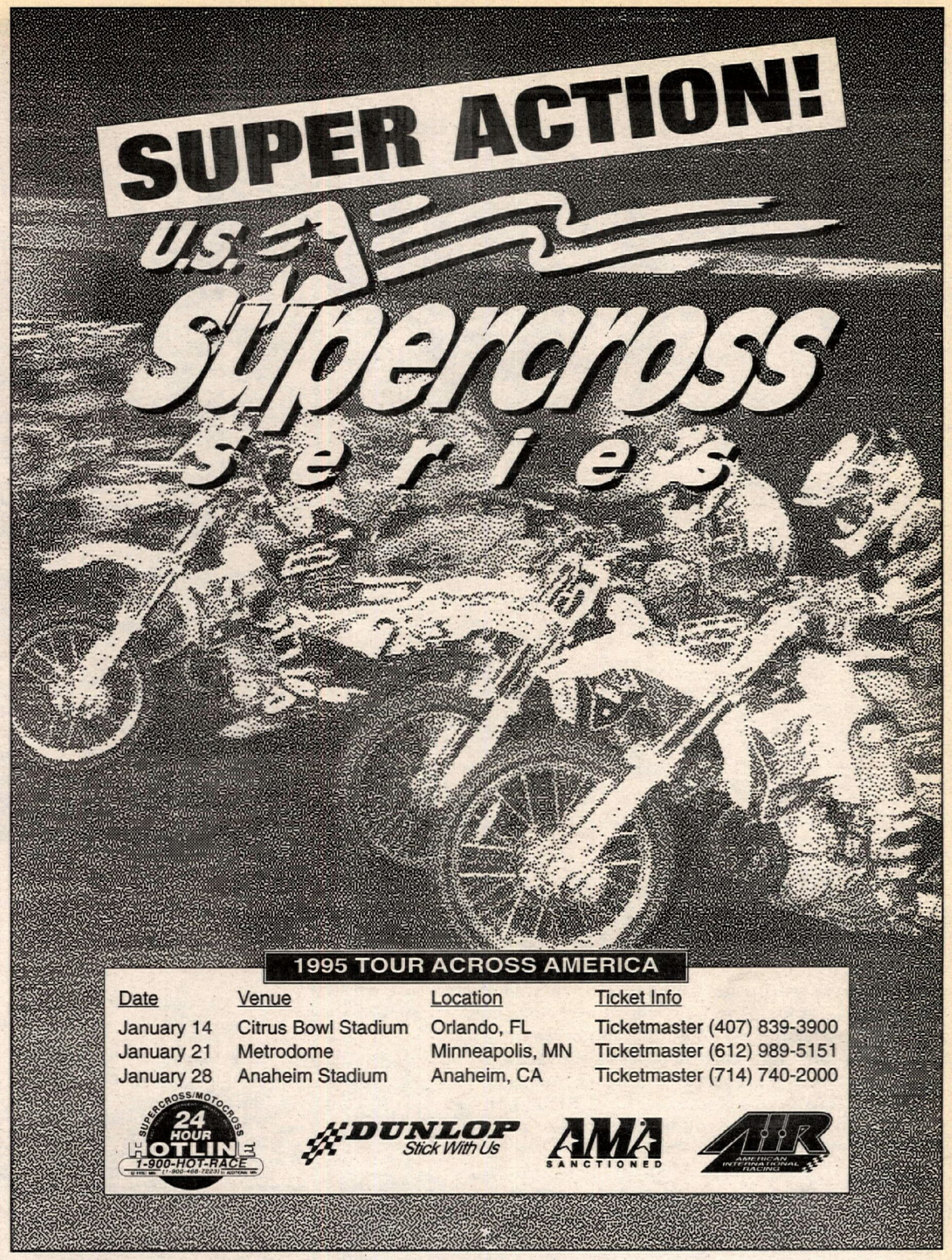
"For me track time is what's most important. To build up kind of slowly and setting up the bike, because they haven't run this bike here. It's not like I showed up and the bike was already set up. There were some adjustments to make, suspension-wise, and it just all came together," Spencer said.

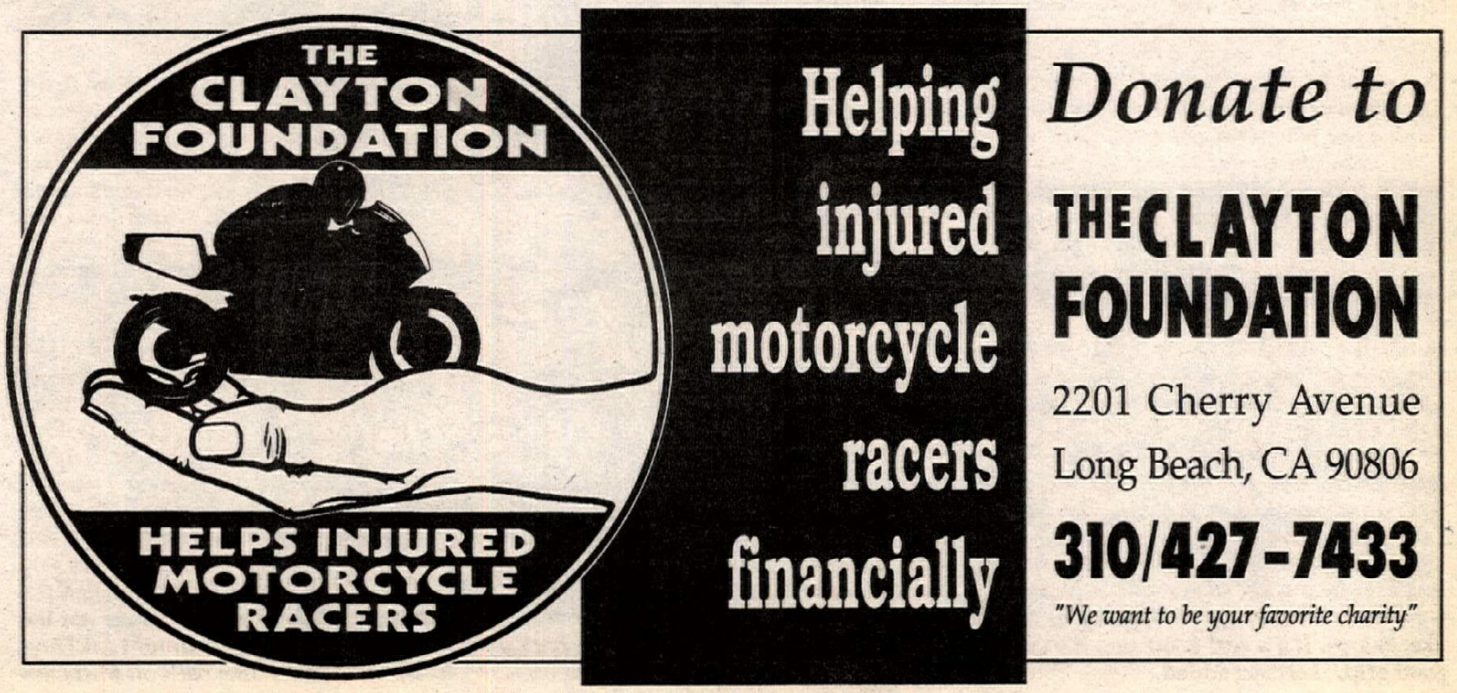
As far as tires go, Spencer didn't see a problem.

"That's one of the things I'm really impressed with," Spencer said. "The last time I raced here, Michelin didn't really have a tire for me that I could push for a long time without having heating problems. That's kind of what got to me in '91 and '92. For them to go out there and almost immediately go out there and have tires that worked good, and not have to worry about that, is a nice change," he added.

As it turned out, Spencer and Polen were the only two World Champions on hand. John Kocinski wasn't able to test because Ferracci had only recently taken delivery of two 916s, one each for Smith and Spencer. In order to get a true test, Kocinski would need two bikes for himself for two days, according to Ferracci, and that was something he couldn't deliver. Whether he races the Daytona 200 is up in the air, Ferracci said.

Corser's no-show was for a different reason. Because he's racing for the Austrian-based Promotor team, it's their decision, and not the Cagiva factory's as to whether he'll race at Daytona. Ferracci also said that he didn't think that Corser would do any AMA races, for the same reason. CN





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**February 1994*

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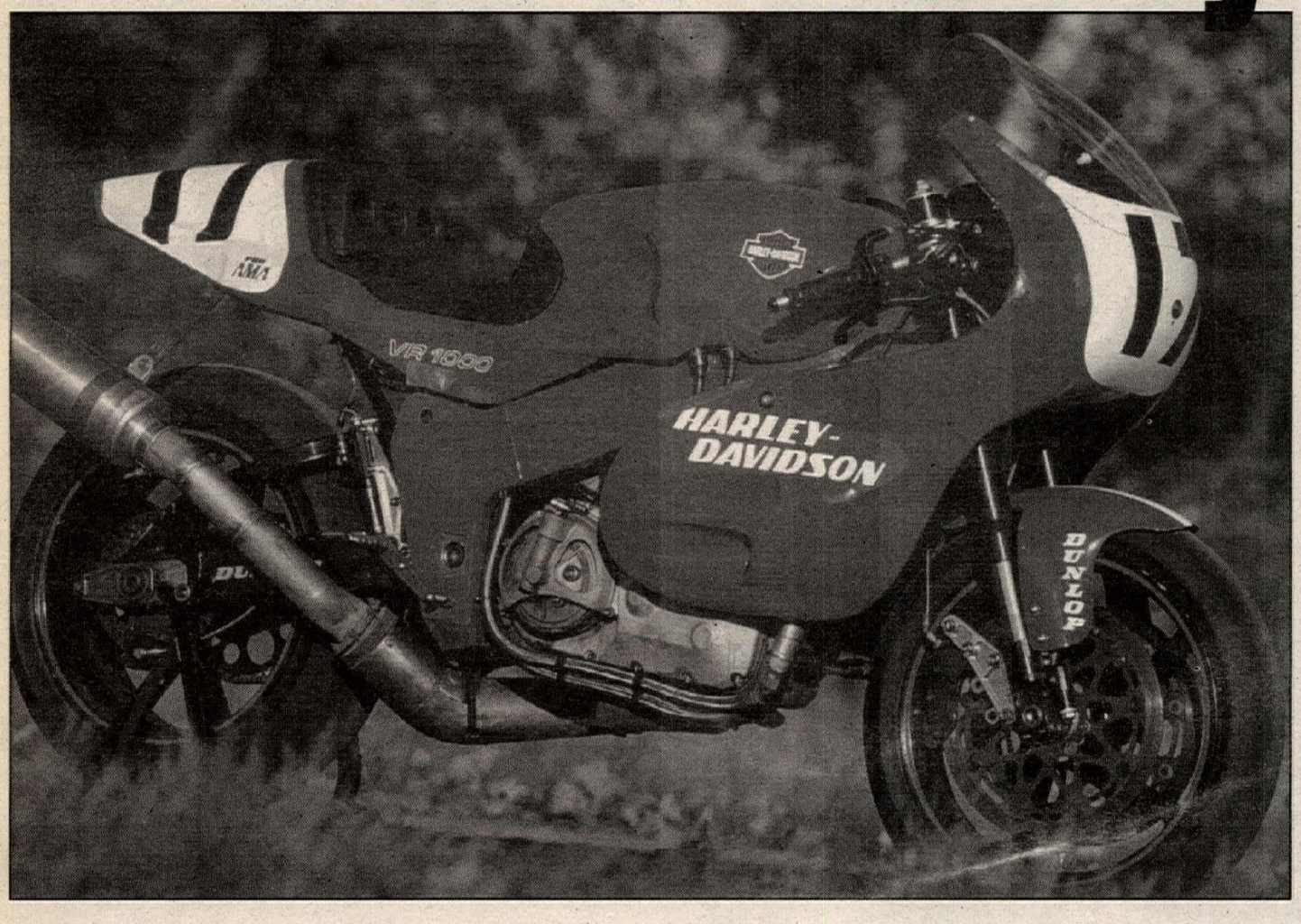
Riding ~~DuHamel's~~ Carr's Harley



By Alan Cathcart
Photos by Kyoichi Nakamura

Harley-Davidson's return to the road race arena this past season in AMA Superbike racing has surely been more successful than any of the Milwaukee company's bosses could have dared hope. With an all-new design, the VR1000 (which ran on a race track for the first time in its present guise only in December of 1993) and rider Miguel DuHamel ran at the front of the superbike pack in a handful of races, qualifying on the front row of two rounds at Mid-Ohio and Brainerd, and leading both before scoring a best-ever fourth place in the second of those events, on a fast track where power rules. Though there have been the disappointments inevitable with any new model, including a string of minor glitches like broken wires and fuel supply problems, the VR1000 has proven to be mechanically reliable in its developed form, a testament to the fundamental soundness of the design. And with Doug Chandler taking over for DuHamel, who bolted to Honda in a surprise that caught Harley off guard, and joined by Harley's dirt track ace Chris Carr as second rider, America's Finest will be looking to pick up from where they left off for 1995, with Ducati and the Japanese Big Four now firmly in their superbike sights.

The chance to gauge firsthand just how far Harley-Davidson's small but close-knit race team - headed by development engineer Steve Scheibe - have progressed in their first season, came when I was invited to join them for the first of their post-season winter test sessions, held at their local Blackhawk Farms track in rural Wisconsin. The chance to ride DuHamel's 1994 race bike confirmed impressions of it I'd acquired from close up, as long ago as the VR1000's race debut at Daytona in March. Riding the "other" kind of twin-cylinder superbike, a Fast by Ferracci Ducati 888/955 hybrid, I'd been astonished at how well the new Harley evidently handled straight out of the box when exposed to DuHamel's, er, committed riding style. And if my Ducati was fast enough, especially in midrange, to sweep past him again on the bankings after he'd outbraked me into the turns, the orange and black V-twin had a definite initial jump on me out of bends - in spite of being inevitably on the porky side, given its semi-prototype status at that stage. Still, this was surely the fastest Hog yet to put trotters to tarmac: pork on the hoof - Superbiking The American Way.

That Daytona debut for the VR1000 had represented Harley's return to tarmac competition for the first time on a factory basis since 1973, when the XR750 road racer finally gave best to the Japanese hordes in the F-750 category. Apart from a brief effort with another dirt track superstar, Jay Springsteen, riding the original factory-built version of Lucifer's Hammer with tuned Sportster engine in BoTT races back in 1983, Harley stayed away from road racing for exactly two decades. But plans to return were laid as long ago as 1987, when engine designer Mark Millar began work on the VR1000 motor, the cylinder-head design for which was contracted out to automotive specialists Jack Roush Engineering in Detroit. The decision to use Roush, a company employing upwards of 1000 people engaged mainly in prototype engineering and component fabrication for the Big Three U.S. auto makers, especially Ford, was an early indication of a smart decision by Harley management to tap into the unparalleled wealth of expertise in the American auto industry, to get a crucial edge in developing an all-American Superbike - just as Triumph is linked with Cosworth in Britain, or the Cagiva Group with Ferrari in Italy. Makes sense. Roush's heavy involvement with NASCAR racing was an added bonus, and set the seal on a policy which in due course would involve recruiting many U.S. auto racing suppliers to the VR1000 project, most notably Wilwood (who build brake systems for most of the top NASCAR and drag racing teams) and Penske, who need no introduction, and were then getting started on developing a range of motorcycle forks and rear shocks.

To coordinate the whole operation, Harley recruited the now thirtysomething amateur bike racer who had been working for Roush, and had been put in charge of their work on the VR1000 engine - Steve Scheibe.

With Scheibe aboard, the pace of development was raised a little, though still constrained by the slim resources in terms of manpower assigned to the project: considering that what has been created here is a 100%-new motorcycle entirely comprised of purpose-built parts unique to it, which in turn must have been specially designed, approved and sourced from a variety of suppliers, it comes as a shock to learn that the VR1000 project's development team is now and has always been as small as it is - like, just FIVE people: Scheibe the project leader, Millar the engine man, mechanics Craig Fillmer and Al Stengler - and chassis man Mike Eatough. Yes, the name Eatough may indeed ring a bell as he is the Englishman who designed the Armstrong 250/350cc GP racers in the early 1980s (as well as successful trials and MX models, and the British Army's basic two-wheeler), and was the first person to construct and race a carbon-fiber composite motorcycle chassis, the Armstrong CF250 which took Niall Mackenzie among others to international success in the mid-80s. But Armstrong folded, leaving Honda to jump in and enlist Eatough's services to apply his carbon-fiber-chassis techniques to a works NSR250-engined special project, the Sekitoba-Honda raced by Stephane Martens in the 1987 GP season. Soon after, Eatough crossed the Atlantic to start working for Harley - with the VR1000 one of his first projects.

While Scheibe and Millar worked on redesigning the engine to make it more compact, Eatough and Scheibe drew up a basic design layout for the chassis, which was always intended to be a GP-style twin-spar alloy fabrication. Buell in America and Harris in Britain were deputed to each build a prototype, then the English company asked to build a second version with some required corrections: that was the basis for the first VR1000 prototype to be track-tested, at Grattan in November of 1993. Wishing to minimize problems of distance and communication (plus, it must be admitted, use an American supplier where possible), Scheibe approached Anodizing Inc. in Oregon, the makers of Trek and Specialized bicycle frames as well as alloy extrusions for Freightliner trucks and millions of homes: the president of the company happens to be a motorcycle fan - so they agreed to construct the VR1000's frames.

The first 100%-U.S.-built VR1000 Superbike was tested at Daytona in December '93. From then on, it's been a steep learning curve, slicing through the hotbed of U.S. Superbike competition.

Why explain the extended genesis of Harley-Davidson's first superbike in such detail? Because it's the only way to convey the scale of the Scheibe team's achievement. Honda employs thousands of skilled development engineers, hundreds of them assigned to their HRC

racing division - yet the performance of the equally new RC45 Superbike in U.S. competition this past season was equalled, if not overshadowed, by the VR1000 Harley. Even Ducati, on a more limited budget, doesn't do things by halves - as witness, the bevy of red-jacketed "ingegneri" in attendance at any home round of the World Superbike Championship they've just won for the fourth time. But it took Ducati four years from the time the "otto valvole" first ran in public to turn it into a World Champion - yet here Harley has the VR1000 right on the pace in its first season of racing: any bike that can come from seventh to first against a field of works superbikes, as DuHamel did at Brainard this year, before he ran off the track and wound up fourth, is competitive.

Riding the VR at Blackhawk, I found out why. I've been lucky enough to ride every label of works superbike racer in the past half-dozen years, and the Harley is unquestionably the best handling of all of them. For a start, it's been built to size: the 60-degree motor allows a more compact package than a 90-degree Ducati, for example, but that's not all. Unlike Carl Fogarty's world-title-winning 916, which is much slimmer and daintier than its four-cylinder competition, the Harley is low as well as narrow. Straddling it feels like hopping on an oversized 250cc GP bike - a 350, maybe - without even the broad but shallow fuel-cell section of the one-piece carbon-fiber seat/tank unit giving any impression of bulk.

The VR's weight feels contained, and carried low down, which in turn makes it easy to flick from side to side in a chicane, while also increasing stability in fast turns - hit a bump cranked over at speed, and the VR just shrugs it off. It steers beautifully, with very neutral geometry, so that on the brakes it neither tips too suddenly into a turn, nor has to be wrestled onto its side. While under power on the way out, it goes where you point it and doesn't understeer at all. The rear suspension design puts the power down really well out of turns, enough to thrash the rear tire in an afternoon's riding, while the round profile of the front Dunlop fitted is surely a factor in the neutral steering. And with twins now required to scale the same as fours in U.S. Superbike racing after the AMA moved the goalposts halfway through the 1994 season, the Harley is heavy enough at one pound over the 360-pound limit to ride out Blackhawk's many bumps without getting out of shape.

The Penske shock and late-model 46mm Ohlins fork (which replaced the original Penskes until the Indycar team has more time to work on them) had ideal settings, though I would have preferred a little more ride height at the rear to give my feet and legs more room to operate in when the VR's cranked hard over, so long as it wouldn't upset the steering geometry too much. DuHamel is about six inches shorter than me, and while I could fit surprisingly well on the well-padded, comfy seat, I also know the reason the VR's bodywork with its split-personality, and weird-Harold paint scheme, only extends halfway down the flanks of the bike: if it were any longer, you'd be scraping the fairing in turns, with such a low, nimble-handling bike. It's the first time I've ridden a bike where I needed shin-sliders on my leathers...

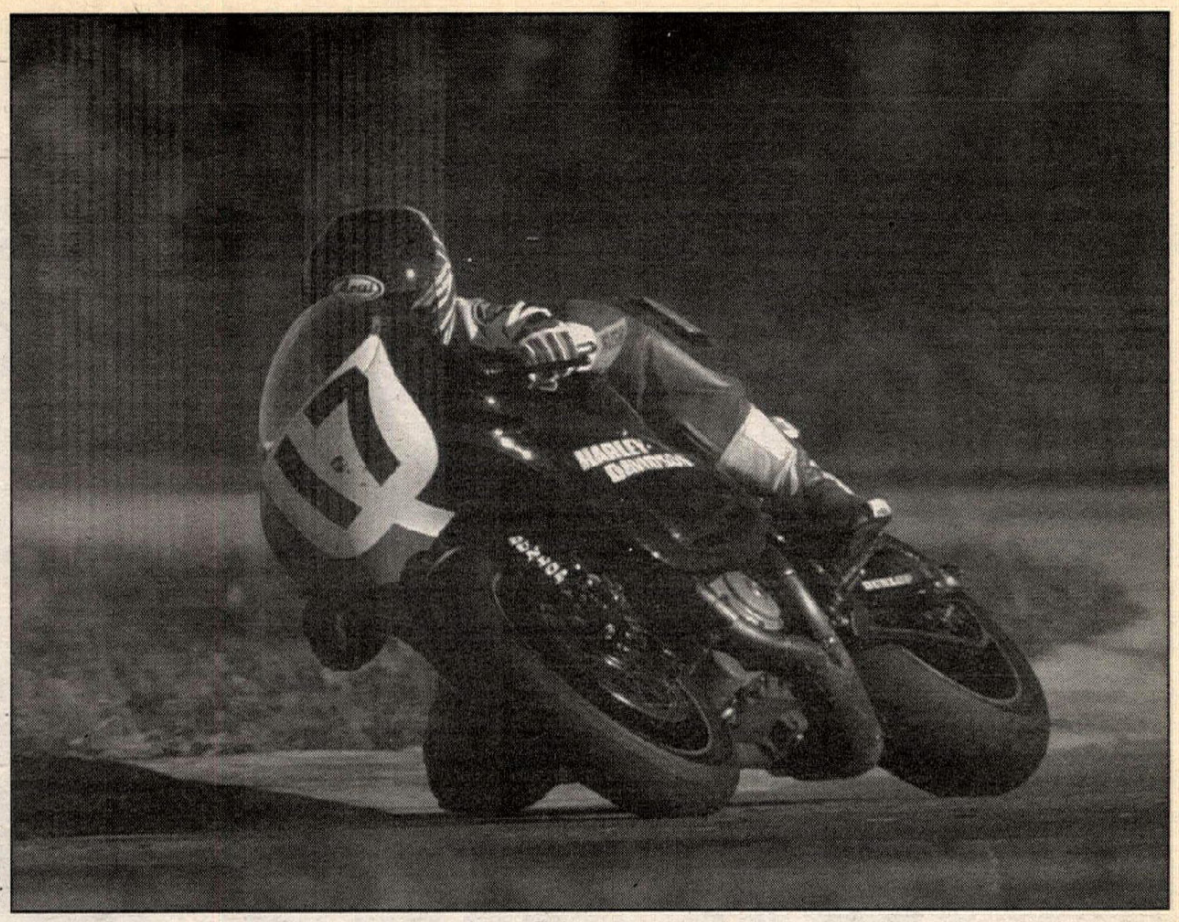
Then, to put the finishing touches to this outstanding handling package - frankly, more GP-inspired than superbike - there are the brakes. Phew. I'll admit I never heard of Wilwood before Harley got them to make stoppers for the VR, but with carbon brakes banned at both World and AMA Superbike levels next season, I'll bet H-D won't be alone in using their products in 1995. Scheibe made a policy decision from the outset not to use carbon brakes - too costly, for minimal performance gain - and this has proven to be a smart move, if only because of the yards that DuHamel could still make under braking all season long - and not just against novice black-brakers like I was in racing terms at Daytona.

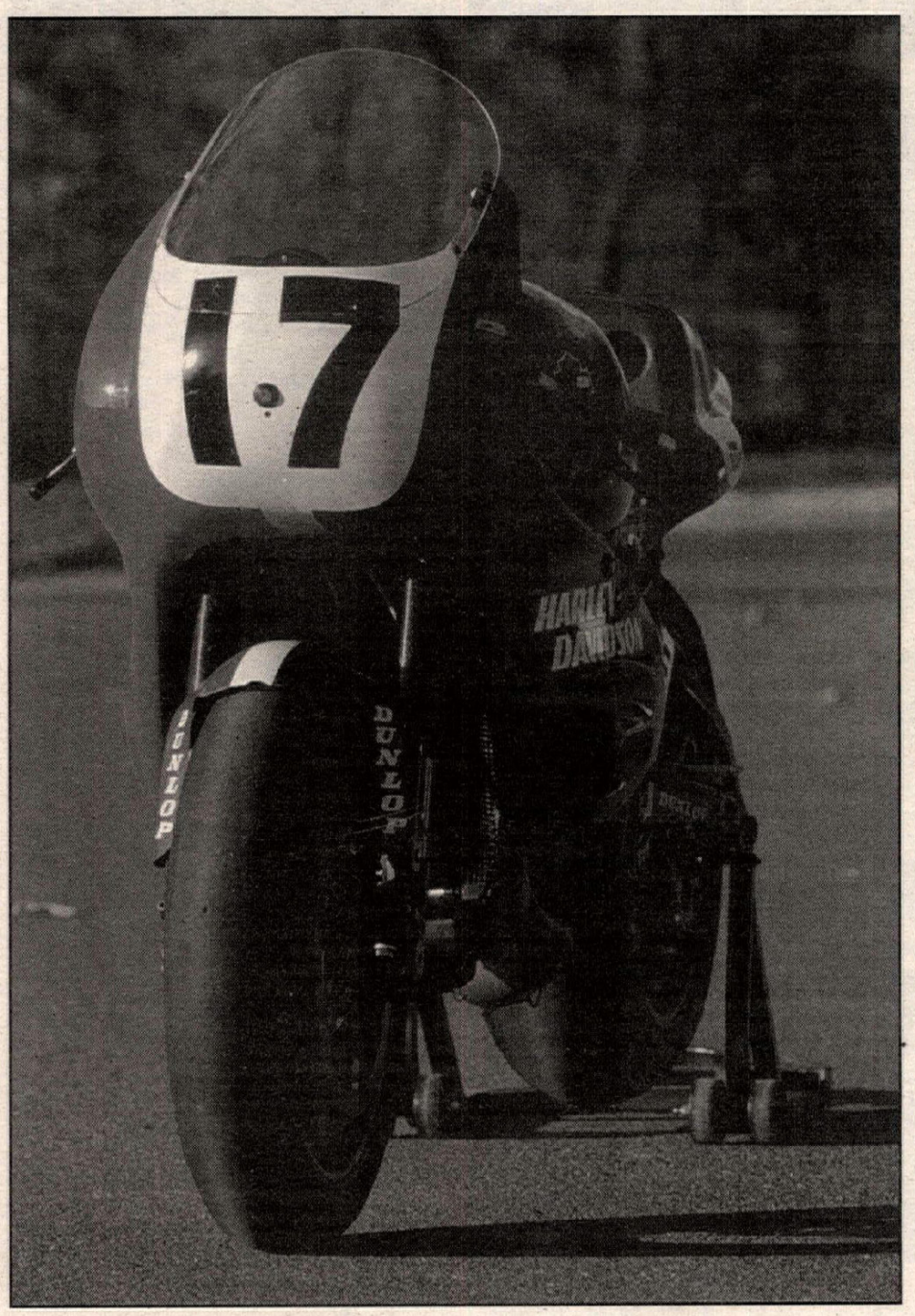
The six-piston calipers Wilwood developed for the bike have tremendous feel, so you can just stroke the brake lever with a finger to scrub off a little unwanted speed in a turn, yet when you squeeze hard at the end of the main straight, you'll have the back wheel waving in the air very quickly. There isn't quite the bite of a carbon setup once they're warmed up, but the advantage of the 310mm metal Wilwood discs is that they work instantly and are almost as effective. Just don't be tempted to use too much engine braking, and don't ever use the rear brake, else you'll have the back wheel hopping into turns while you try to remind yourself that (a) this is not a desmo, so watch the revs, and (b) it doesn't have a sprag-type clutch, which I must say I think it should. Ducati eventually followed Honda in adopting such a clutch design, and their riders' lap times dropped dramatically when they did. I bet the Harley riders' times would, too.

But it was impossible to criticize the Harley's chassis package, a fact I was relieved to learn DuHamel agrees with: they haven't touched the geometry or suspension settings since the beginning of the season, because it works just so, the way it is.

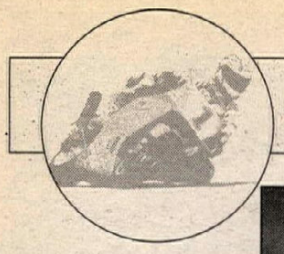
Okay, so it handles ideally, and stops very well: why hasn't the VR1000 won any races yet? Answer: the missing 15 horsepower you feel the bike lacks compared to its rivals when you ride it. Don't get me wrong: this is no slow-coach supertwin - Brainerd proved that - only that there isn't the zap you get from a 955 Ducati when you twist the wrist, and even the customer 926 Duke feels more potent than the Harley in its present guise. The VR right now feels more like a super-streetbike than a Superbike: it's extremely tractable, pulling cleanly from right off the tacho - 4000 rpm or so up then coming on strong from 6000 rpm on. The power and torque curves are incredibly flat, with max torque of 79 ft.-lbs. delivered at 8000 rpm, and peak power of 142 bhp delivered at the clutch shaft at 10,250 rpm, resulting in an engine that is torquey and forgiving, rather than radically potent, as a bike must now be to aim for top honors in the four-stroke GP class that Superbike racing has now become.

The Harley is pleasant and smooth to ride - the 1.75-pound counterbalancer fitted to the 60-degree V-twin motor more than earns its keep, eliminating unwanted vibration which would otherwise dictate thicker, heavier engine castings: wonder how John Britten gets away without a balance shaft on his 60-degree V-twin racer? - and has the sharp pick-up and responsive throttle action of any bike fitted with Weber/Marelli fuel injection (though unlike a Ducati, the VR only has a single, bigger injector per cylinder, rather than two smaller ones).

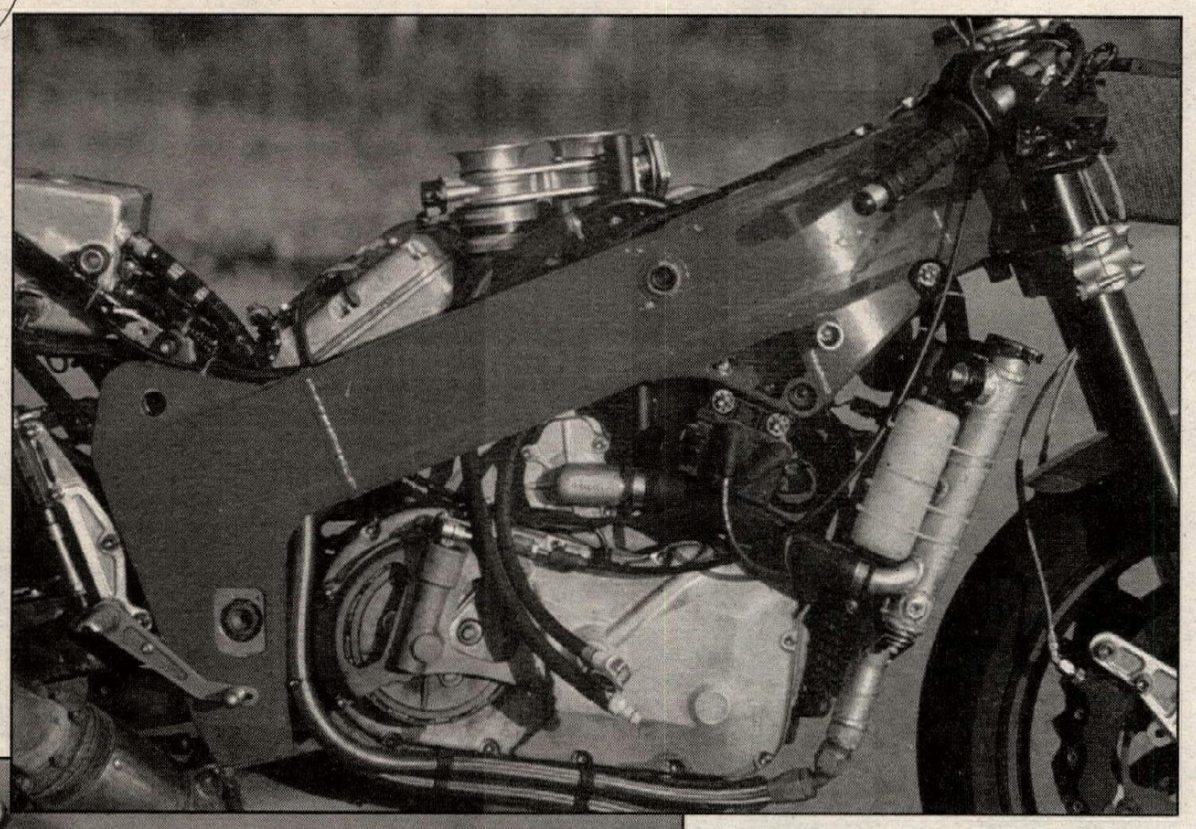




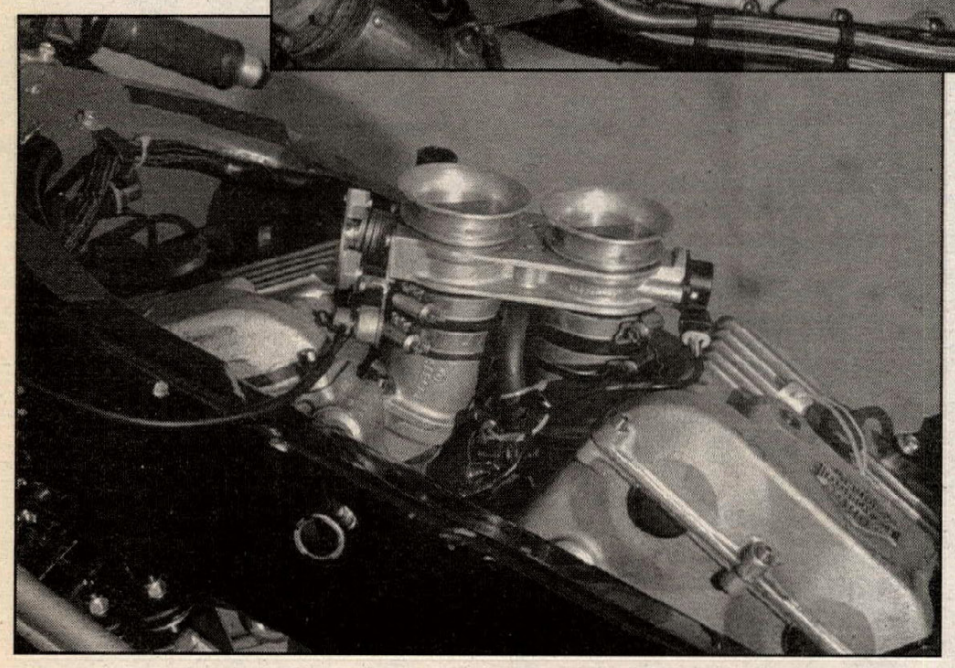
(Right) At speed in Wisconsin. Purpose-built engine and compact construction provide a low center of gravity that makes for quick handling. (Below) Distinctly American styling looks like nothing else on the Superbike circuit. The fairing lacks a lower section for increased ground clearance.

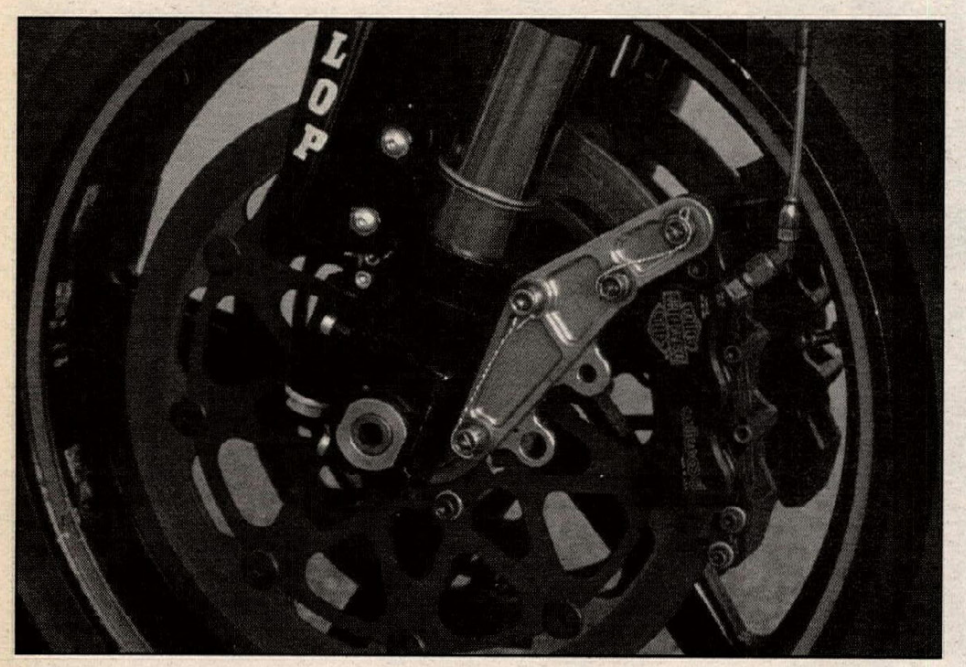


RACER TEST | Harley-Davidson VR1000



(Right) Naked Hog: The twin-spar aluminum frame is American built, like the bulk of the VR1000's components. (Below) Velocity stacks for the Weber-Marelli fuel injection are nestled tightly between the 60-degree V-twin's dohc cylinder heads. (Bottom) Originally used as a cost-saving measure, the Wilwood steel discs and six-piston calipers offer nearly equal stopping power and better feel than the outlawed-for-'95 carbon brakes.





But in spite of the Austrian-made Pankl titanium conrods and the pairs of very large 39mm inlet valves and 33mm exhausts, all titanium as well (by comparison, the 96mm-bore 955 Ducati has only 37mm inlets), there seems to be more inertia in the VR engine than in the Italian desmo, so that it doesn't pick up revs quite as quickly, nor deliver the kind of top-end power that risks unhooking the back wheel if you press the trigger too hard, too soon. And neither does the Harley have the World Champion Ducati's 10,000-rpm-plus super-powerband, which frankly is what allows it to wipe the floor with 160 bhp Japanese fours.

I'd say the Harley's crankshaft could do with being lighter, so as to accelerate the engine more quickly, and they need more radical cam profiles to go hunting for more top-end power, and to use more revs. The 98 x 66mm engine is safe to 10,800 rpm at least, says Scheibe, so let's use it, especially as Ducati's 96mm-bore 955 has the same stroke but revs to 12,000 rpm when fitted with titanium valves. And if that means fitting a six-speed gearbox to replace the sweet-shifting five-speeder the VR1000 currently employs, so be it. Scheibe is right to ask, "Why six?" at this stage of the engine's development, and it's certainly true that on some tracks Ducati riders have the luxury of being able to gear their bikes to use five or even only four of the available six ratios. The VR's evenly spaced gear ratios are ideal for such a torquey, forgiving motor which invites you to short-shift where appropriate (especially if you have trouble hitting the lever cranked over around left-handers thanks to the low build), but I reserve judgement on whether a six-speeder might not be appropriate once they get the engine level with Ducati's desmo-derived power output in the 155-bhp-plus arena.

As it is right now, you have to force yourself not to change gear as often as with a peakier, less punchy bike and to hold a single gear through a sequence of turns, maxing out the benefits of that hyper-friendly, yet potent, power delivery. Maybe the fact you need to change gear much less often than other super-bikes is the reason the VR1000 doesn't yet have a speed shifter fitted, but it really would benefit from it, especially with the extra engine inertia compared to a Ducati or a Japanese four. And they've all got them. No matter that the Harley's shift action is so crisp and clean, allowing perfect clutchless changes upwards. The fact that you have to back on and off the throttle, even for a moment, to do so, is a definite handicap on such a lusty motor, and I reckon there's up to 0.5 sec. in lap time being sacrificed here. Get with it, Harley, you'll get a surprise when you fit one for the team guys to use.

Harley-Davidson's achievment in producing such an individual yet effective bike and getting it right on the pace in its first year of competition can't be overstated. With a narrower cylinder angle than the 90-degrees of Ducati/Guzzi twins, the VR1000 feels like a Harley to ride, because nothing else in the performance streetbike world has such a close-together firing order. Okay - no shake, rattle and roll like from a 45-degree V-twin Iron Maiden H-D, nor even the more comforting vibes of an alloy Evo motor. But throw a leg over the VR, sit tight while the starting attendant starts an 8-hp Briggs & Stratton motor driving a wheelbarrow tire, and you'll know its a Harley when it bursts to life. The skinny fairing's tall, curved screen is extremely aerodynamic, allowing you to tuck your helmet behind it down the straight, where a 916/955 Ducati's curvaceous fairing exposes your head and shoulders to a good blast of air, and is less effective.

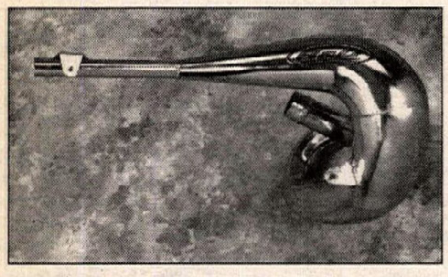
The chunky handlebar rubbers are trademark H-D (only not smooth), one of many minor details that remind you this is not an Italian V-twin. But the 50 street-legal VR1000 road bikes, fitted with lights, electric starter, lower-compression 10.7:1 pistons, an alloy fuel tank instead of a carbon-fiber one, but otherwise the exact same mechanical specifications as the racer, that are being completed before the end of this year for customer sale, will hopefully be just the first batch Harley needs to build to homologate the VR1000 for World Superbike competition. By 1996, the earliest they can be ready, the VR's real promise could turn into World-level success. Wait and see. **CN**

Harley-Davidson VR1000

Specifications

Engine	Water-cooled dohc 60-degree V-twin four-stroke with chain camshaft drive and four valves per cylinder (39mm inlet/33mm exhaust)
Dimensions	98 x 66mm
Capacity	996cc
Output	142 bhp at 10,250 rpm (at gearbox)
Compression ratio	12.0:1
Fuel supply/ignition	Weber/Marelli electronic fuel injection with one 54mm throttle body and one injector per cylinder, and integrated engine-management system
Gearbox	5-speed with gear primary
Clutch	Multiplate dry (8 fiber/9 metal)
Chassis	Fabricated aluminum twin-spar
Suspension	Front: 46mm Ohlins inverted telescopic forks Rear: Fabricated aluminum swingarm with single Penske shock 2:1-ratio rising-rate linkage
Head angle	24 degrees
Trail	90mm (3.54 in.)
Wheelbase	1410mm (55.5 in.)
Weight distribution	53/47 %
Weight	361 pounds
Brakes	Front: 2 x 310mm Wilwood metal discs with six-piston Wilwood calipers Rear: 210mm steel disc with two-piston Harley-Davidson caliper
Wheels/tires	Front: 125/70-17 Dunlop KR106 radial on 3.50-in. Marchesini wheel Rear: 190/55-17 Dunlop KR108 radial on 6.25-in. Marchesini wheel
Top speed	166 mph (Brainerd)
Year of manufacture	1994
Owner	Harley-Davidson Inc., Milwaukee, Wisconsin

NEW PRODUCTS

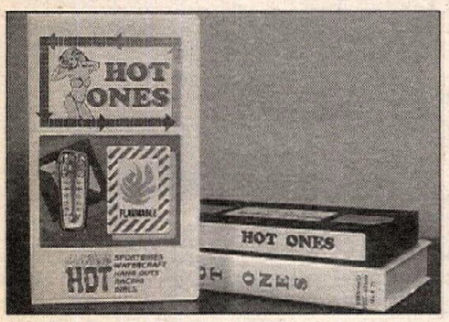


GET IN TUNE

R&D Racing's all-new **tuned exhaust pipe** for the 1995 Honda CR250R combines the results of extensive track testing with 22 years of experience to produce significant increases in torque and horsepower over the stock Honda pipe. Like all R&D Racing pipes, the CR250R unit is nickel/chrome-plated for a better appearance and greater durability. Suggested retail price for the pipe, which comes with a limited warranty, is $164.99. For more information contact R&D Racing, Dept. CN, 11419 Bombardier Ave., Norwalk, CA 90650, 310/864-8218.

THE GIRL/BIKE THING

Mikuni's latest pinup calendar has arrived. The **1995 Berm Busters Calendar** has expanded to 16 pages for 1995 with one bike and on-model per month. Berm Busters features all of the top factory motocross and desert bikes from Yamaha, Honda, Kawasaki and Suzuki. Each bike is captured in full color along with a beautiful pinup model at a trackside location. Also included in the calendar are several exciting action shots of moto stars like Jeremy McGrath, Doug Henry, Mike Kiedrowski and Guy Cooper. The spiral bound 15 x 15-inch calendar begins with the month of September and runs all the way through 1995. Suggested retail price is $13.95. For more information contact Mikuni American, Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/993-8273.



VIDEO FEVER

We B TV Video Productions' latest video is entitled **Hot Ones**. The tape features 60 minutes of non-stop action, depicting sportbikes in action at such places as Angeles Crest Highway in Southern California and Daytona Bike Week. It also features the Hot Ones girls modeling the latest in swimwear fashions. Hot Ones claims that the tape is a cross between MTV Sports and Max Out, and that it is fast-paced and exciting to watch. Suggested retail price is $22.95. For more information contact We B TV Video Productions, Dept. CN, P.O. Box 607261, Orlando, FL 32860-72261, 407/298-USTV.

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____125 C
____125 B
____ 250C
____250B
____ PLUS 25
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1994 AMA Grand National Dirt Track Series
The DuQuoin Mile

(#226) It used to be called the "Magic Mile," and the magic returned to the beautiful Southern Illinois State Fairgrounds for Memorial Day weekend with Davey Camlin putting the perfect cap on a day filled with close racing as he led an 11-rider pack across the finish for his first-ever AMA Grand National victory.

The near-capacity crowd was treated to some outstanding racing, as Harley-Davidson star Scott Parker returned to the site of his first AMA Grand National win. He started the main event with as much as a 15-bike-length lead, only to be swallowed by the rest of the pack. As the 11-rider lead pack came down to the checkered flag, three riders - Chris Carr, Ronnie Jones and local favorite Davey Camlin - raced across the stripe in an amazing photo finish.

The 15-lap Harley-Davidson 883 main event provided another batch of close racing, with the lead pack containing nine of the big Sportsters, frequently running four wide into the turns. Plenty of bumping and grinding went on as Jason Fletcher led the pack across the line at the finish.

If you want to treat yourself to some classic dirt track racing, it's all here in this 47-minute show from Motovideo.

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■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150E) 1994 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo.

(#151E) 1994 Sacramento AMA National MX
Round #2 of 250cc action from the 26th Annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo.

(#152E) 1994 Budd's Creek AMA National MX
Round #3 of 250cc action from Maryland's Budd's Creek MX Park. 47 minutes from Motovideo.

(#153E) 1994 Mt. Morris AMA National MX
Round #4 of 250cc action from the 18th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo.

(#154E) 1994 Southwick AMA National MX
Round #5 of 250cc action from the sandy Motocross 338 track in Southwick, Massachusetts. 47 minutes from Motovideo.

(#155E) 1994 Buchanan AMA National MX
Round #6 of 250cc action from the hilly Red Bud Track 'n' Trail in southern Michigan. 47 minutes from Motovideo.

(#156E) 1994 Unadilla AMA National MX
Round #7 of 250cc action from the rough & rocky Unadilla track in central New York. 47 minutes from Motovideo.

(#157E) 1994 Troy AMA National MX
Round #8 of 250cc action from jump-filled Kenworthy's MX Park in Troy, Ohio. 47 minutes from Motovideo.

(#158E) 1994 Millville AMA National MX
Round #9 of 250cc action from the beautiful Spring Creek MX facility in Millville, Minnesota. 47 minutes from Motovideo.

(#159E) 1994 Washougal AMA National MX
Round #10 of 250cc action from the high-speed Washougal MX track in southern Washington state. 47 minutes from Motovideo.

(#160E) 1994 Binghamton AMA National MX
Round #11 of 250cc action from the rough and rocky Broome-Tioga MX in New York state. 47 minutes from Motovideo.

(#161E) 1994 Delmont AMA National MX
Round #12 (final) of 250cc action from the hard-packed, jump-filled Steel City Raceway in Pennsylvania. 47 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#301E) 1994 Orlando Supercross
Round #1 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#302E) 1994 Houston Supercross
Round #2 of 125cc and 250cc action from the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#303E) 1994 Anaheim Supercross
Round #3 of 125cc and 250cc action from Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#304E) 1994 San Diego Supercross
Round #4 of 125cc and 250cc action from Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#305E) 1994 Tampa Supercross
Round #5 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#306E) 1994 Atlanta Supercross
Round #6 of 125cc and 250cc action from the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307E) 1994 Indianapolis Supercross
Round #8 of 125cc and 250cc action from the Hoosier Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#308E) 1994 Charlotte Supercross
Round #9 of 125cc and 250cc action from Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#309E) 1994 Pontiac Supercross
Round #10 of 125cc and 250cc action from the Silver Dome in Pontiac, Michigan. 47 minutes from Motovideo.

(#310E) 1994 Minneapolis Supercross
Round #11 of 125cc and 250cc action from the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#311E) 1994 Dallas Supercross
Round #12 of 125cc and 250cc action from Texas Stadium in Irving, Texas. 47 minutes from Motovideo.

(#312E) 1994 Seattle Supercross
Round #13 of 125cc and 250cc action from the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#313E) 1994 San Jose Supercross
Round #14 of 125cc and 250cc action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo.

(#314E) 1994 Las Vegas Supercross
Final Round #15 of 125cc and 250cc action from Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#401A) '94 British World Superbike
Scott Russell, Carl Fogarty, Doug Polen and Troy Corser go head to head at the opening round of the '94 WSB Series at Donington Park. 47 minutes from Motovideo.

(#402A) '94 German World Superbike
Muzzy Kawasaki's Scott Russell shows impressive form in defending his WSB title in the second round of the series on the legendary Hockenheimring circuit. 47 minutes from Motovideo.

(#403A) '94 Italian World Superbike
Italian pride meets world-class talent as the factory Ducati riders mix it up with Muzzy Kawasaki's Scott Russell and Castrol Honda's Aaron Slight. The 3rd round of the series at Misano on a scorching-hot weekend was loaded with surprises, including mechanical failures, crashes and controversy over legality of top riders' race fuel. 47 minutes from Motovideo.

(# 404A) '94 Spanish World Superbike
Round #4 of the WSB series from Albacete, Spain. Scott Russell crashes in both legs, while Carl Fogarty capitalizes with two race wins for Ducati. 47 minutes from Motovideo.

(#405A) '94 Austrian World Superbike
Round #5 of the WSB series from the wide-open Osterreichring circuit in the Austrian Alps. Fogarty assumes the points lead for Ducati, Scott Russell has another off day, and Doug Polen puts the Honda RC45 on the podium. 47 minutes from Motovideo.

(#406A) '94 Indonesian World Superbike
Both legs of action from Round 6 of the WSB Series in Sentul, Indonesia. 47 minutes from Motovideo.

(#407A) '94 Japanese World Superbike
Scott Russell makes a comeback in both legs of Round 7 of the WSB Series from Sugo, Japan. 47 minutes from Motovideo.

(#408A) '94 Dutch World Superbike
Carl Fogarty re-establishes his dominance at Round 8 of the WSB Series from Assen, Holland. 47 minutes from Motovideo.

(#409A) '94 Mugello World Superbike
Feast and famine for Scott Russell as he struggles to stay in the points at Round 9 of the WSB Series from Mugello, Italy. 47 minutes from Motovideo.

(#410A) '94 Donington "2" World Superbike
Scott Russell storms back into contention with two big wins in the rain, while Fogarty faltered at Round 10 of the WSB Series from Donington Park, England. 47 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the America's Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#251) '94 Phoenix AMA National Road Race
Ferracci Ducati's Troy Corser established his dominance over the Superbike field at Phoenix on a track he had never before seen. Additional classes covered include 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and more. Two 47-minute tape package (94 minutes total) from Motovideo.

(#252) '94 Pomona AMA National Road Race
After much protest & controversy, Troy Corser, Colin Edwards II, Takahiro Sohwa, and Jamie James got down to racing at the Pomona Fairplex facility. Second video covers highlights of action from 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and EBC Challenge races. Two 47-minute tape package (94 minutes total) from Motovideo.

(#253) '94 Laguna Seca AMA Nat'l Road Race
Round #4 of the series from Monterey, California. Pascal Picotte steps into the limelight for his first Superbike win on the Ducati. Support classes include wins by Rich Oliver in 250GP, Mike Smith in 600 Supersport, and Shawn Higbee in TwinSports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#254) '94 Road America AMA Nat'l RR
Round #5 of the series from Elkhart Lake, Wisconsin. Three different brands of Superbikes cross the finish line for the win - within 1 second. Three brands of 250cc GP bikes topped the podium at this event, too. Wide-open racing in every class. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#255) '94 Mid-Ohio AMA National Road Race
Round #7 of the series from Lexington, Ohio. New faces at the front of the pack created a lot of excitement in the Superbike class at Mid-Ohio. Miguel DuHamel put the Harley-Davidson in the lead for a while; at the finish, Vance & Hines Yamaha teammates James and Edwards dueled for the win. James also turned up to dice with Mike Smith throughout the 600 Supersports class for the win. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#256) '94 Brainerd AMA National Road Race
Colin Edwards wins one of the most exciting AMA Superbike races in history. DuHamel leads on the H-D VR1000 for several laps. Bonus tape includes 250GP, 600 Supersport, Harley TwinSports and EBC Challenge. Two 47-minute tape package (94 minutes total) from Motovideo.

(#257) '94 Sears Point AMA National Road Race
The Superbike points race tightened up as Troy Corser crashed the Ducati; Vance & Hines' Colin Edwards swooped to the day's win while teammate Jamie James inherited the series lead. Bonus tape includes action from all the support classes, as the points races tightened up in 600 Supersport and H-D Twinsports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#258) '94 Road Atlanta AMA National Road Race
It all came down to the wire in a suspenseful finish to the '94 AMA Superbike title at Road Atlanta. Titles were decided in support classes, as well. Two 47-minute tape package (94 minutes total) from Motovideo.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#226) 1994 DuQuoin Mile
Round #4 of the '94 AMA Grand Nat'l. Dirt Track Series on the "Magic Mile" at DuQuoin's Southern Illinois State Fairgrounds on Memorial Day weekend. Classic dirt track racing - 47 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Duke Video USA.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year-old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Duke Video USA.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for H-D motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

What's New?...

- ★ 1994 Unadilla AMA National MX
- ★ 1994 Troy AMA National MX
- ★ 1994 Millville AMA National MX
- ★ 1994 Washougal AMA National MX
- ★ 1994 Binghamton AMA National MX
- ★ 1994 Delmont AMA National MX
- ★ 1994 Indonesian World Superbike
- ★ 1994 Japanese World Superbike
- ★ 1994 Dutch World Superbike
- ★ 1994 Mugello, Italy World Superbike
- ★ 1994 Donington "2" World Superbike
- ★ 1994 DuQuoin Mile
- ★ Gary Semics MX Techniques #1- #2- #3
- ★ Moto n' Motion: Jeremy McGrath

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" -features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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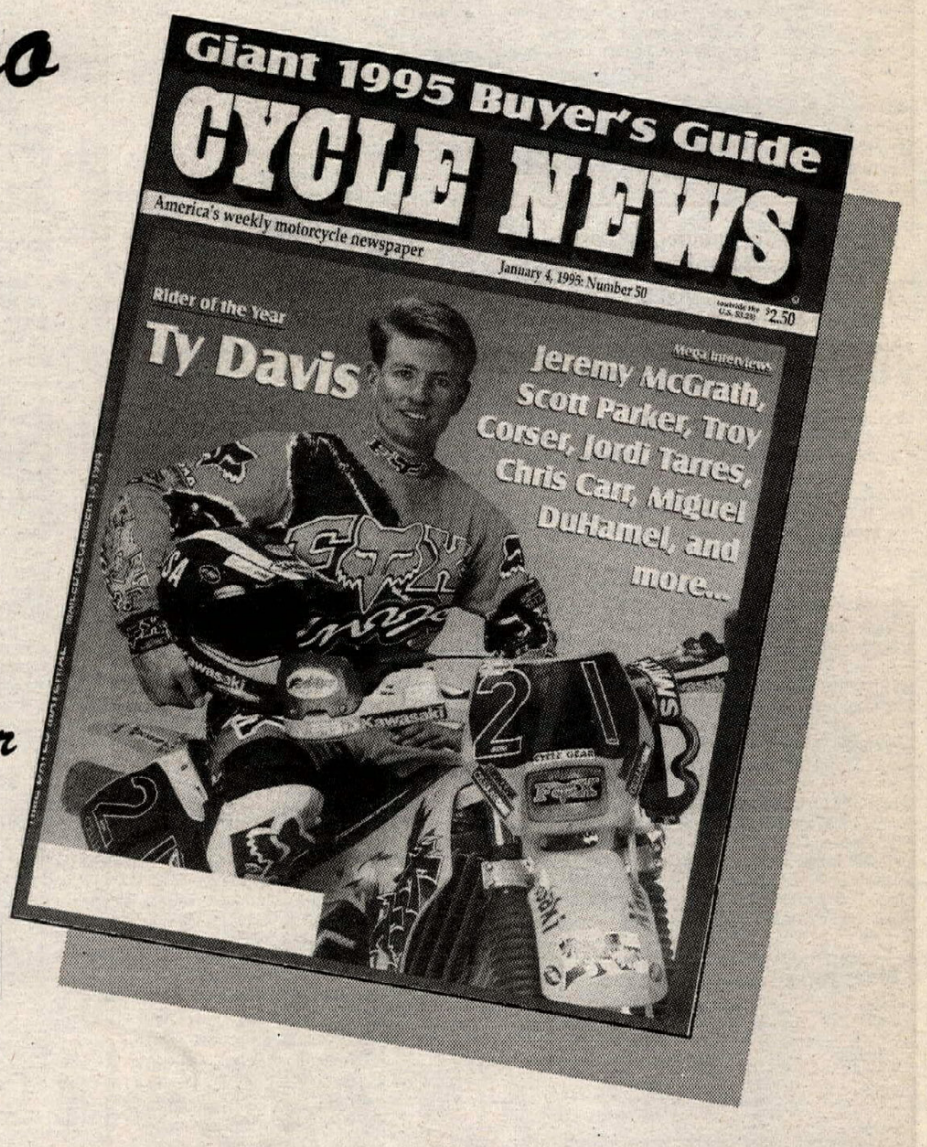

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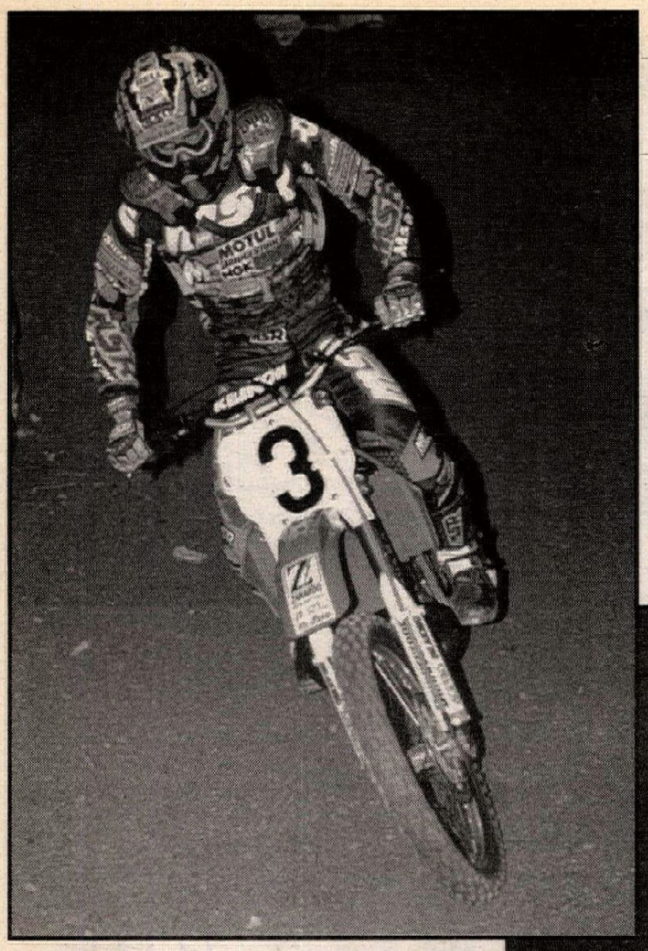
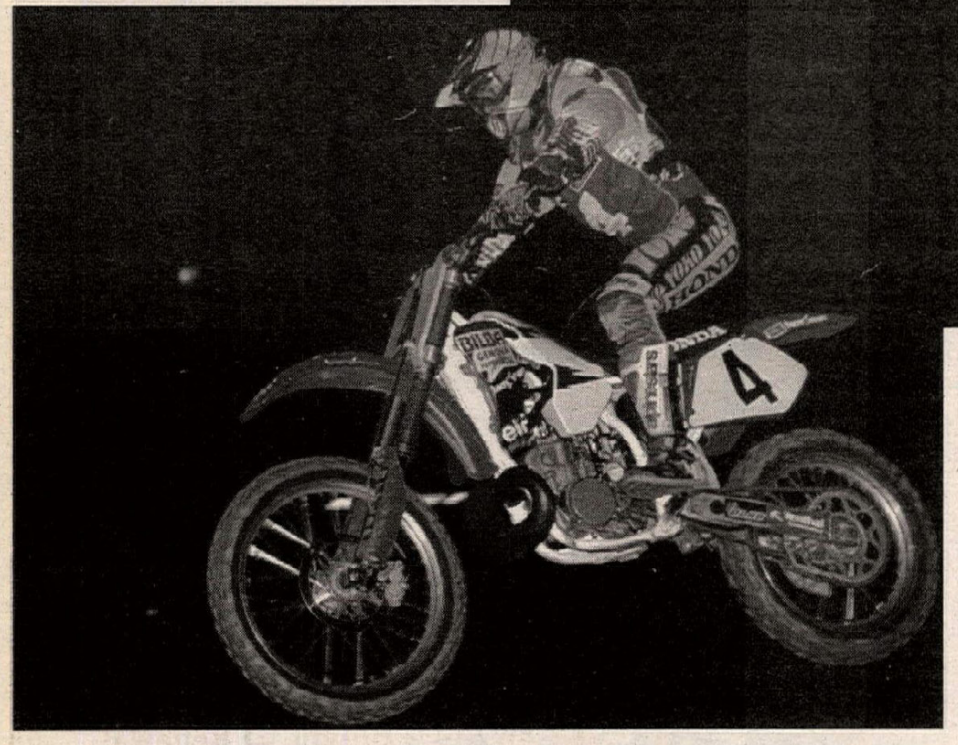




(Right) Yet another view of the nac-nac. Jeremy McGrath left such antics to the jumping contest, using a more businesslike approach to win each night's main.
(Above) Poor starts hampered Mike LaRocco, who still managed a runner-up finish on Saturday.
(Below) Days after winning the Bologna Supercross, Steve Lamson posted 3-4 finishes over the two nights.
(Bottom - left to right) Larry Ward, Jeremy McGrath and Mike LaRocco celebrate after Sunday's race.

By Stefano Spadavecchia

GENOA, ITALY, DEC. 12

In Genoa's Palazzetto dello Sport, AMA and World Supercross Champion Jeremy McGrath rode his final supercross of the season the same way he had gotten the ball rolling in Orlando nearly one year ago - with dominance.

For Italian motocross enthusiasts, the Genoa Supercross is a season-ending classic. The locals jump at the chance to see the best riders from the United States and Europe going head to head. With such formidable past participants as Johnny O'Mara, Rick Johnson, Jeff Ward, Danny Chandler, David Bailey, Broc Glover, Georges Jobe, Pekka Vehkonen, Allessandro Puzar, Trampas Parker, Eric Geboers, Davey Strijbos, Bob Moore and others, the excitement is for good reason.

Various organizational problems had prevented the race from taking place for the past two years, but this time - thanks to the organizational efforts of the Versilia M.C. - it made a return to its previous splendor.

The obvious favorite going into the race, Team Honda/1-800-Collect's McGrath consistently pulled the holeshot, and emerged victorious from any battles that came his way.

Riding with determination on the John Savitski-designed track, McGrath distanced himself from his adversaries with ease, worrying more about the task at hand than performing crowd-pleasing antics. He was especially impressive in Sunday's final.

Mike LaRocco was the only rider that had a chance of impeding the champ, but the Team Kawasaki rider suffered typical poor starts and thus had to be happy with a second-place and a third-place finish. Team Noleen/Sizzler/Yamaha's Larry Ward is an old favorite with the Palazzetto public, and has traditionally finished his seasons in Europe. Ward comported himself well in Genoa, turning in fourth- and second-place finishes over the two nights of racing.

McGrath's Honda teammate Steve Lamson - winner of the Bologna Motor Show event just days earlier - rode smoothly and consistently to 3-4 finishes, while Jimmy Button acclimated to his new workplace (Europe) with a fifth in Sunday's main. CN

Palazzetto dello Sport
Genoa, Italy
Results: December 12, 1994

SATURDAY: 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Steve Lamson (Hon); 4. Larry Ward (Yam); 5. Jimmy Button (Suz); 6. Tallon Vohland (Hon); 7. Alessandro Chiodi; 8. Guy Cooper (Suz).

SUNDAY: 1. Jeremy McGrath (Hon); 2. Larry Ward (Yam); 3. Mike LaRocco (Kaw); 4. Steve Lamson (Hon); 5. Jimmy Button (Suz); 6. Guy Cooper (Suz); 7. L. Pretto; 8. A. Pignotti

SHOW | Bologna MotorShow

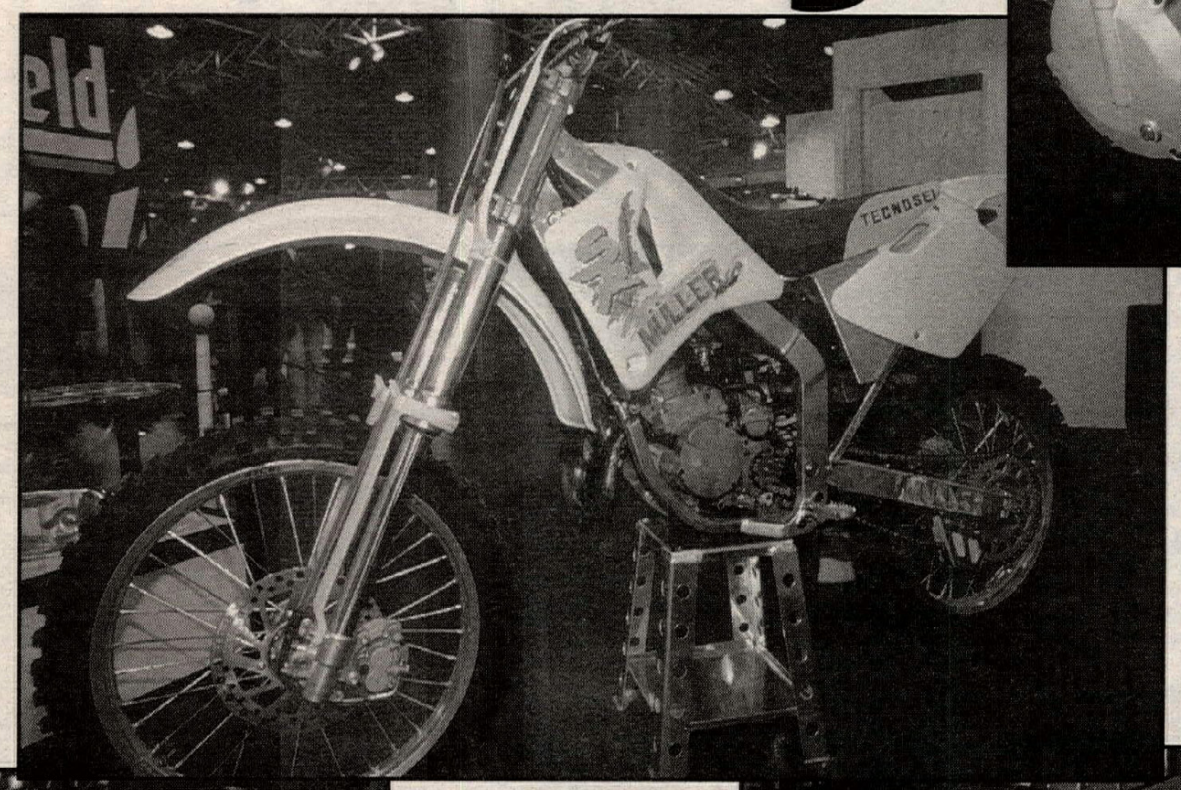
No Baloney!

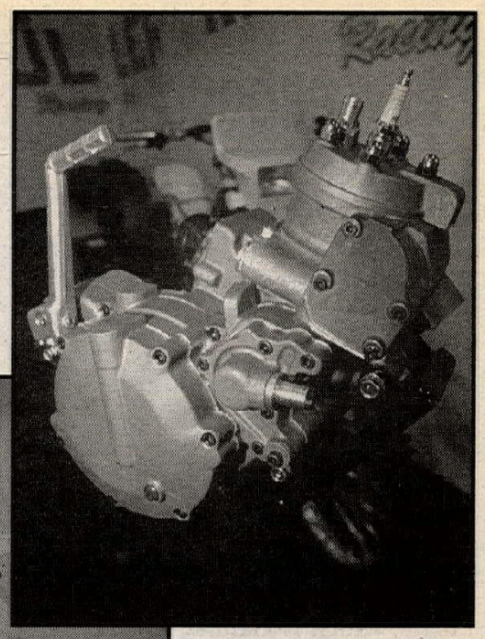
Photos by Joe Bonnello

BOLOGNA, ITALY, DEC. 7-8

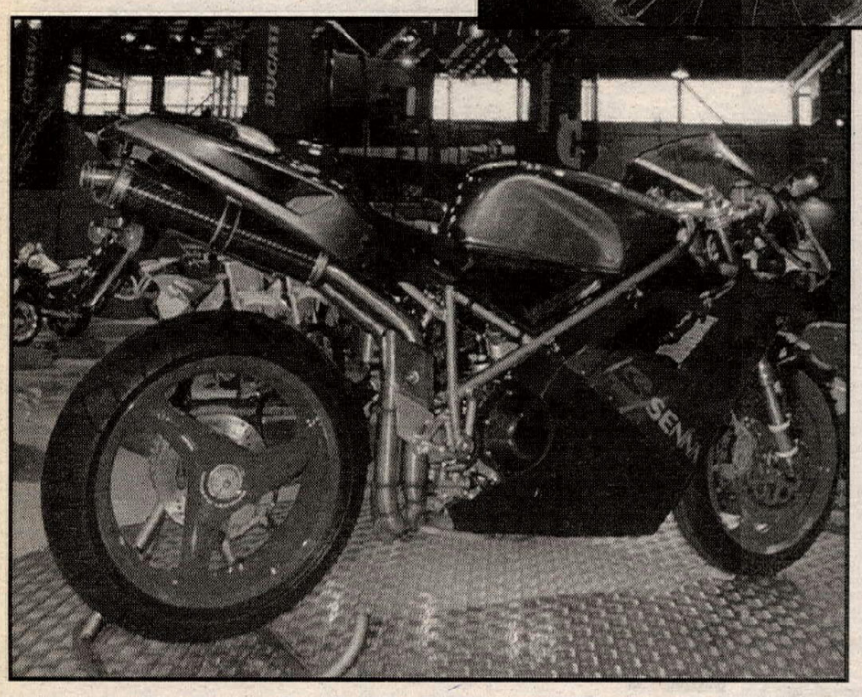
Okay, so it may not be the biggest show of all, but Bologna, Italy's MotorShow isn't exactly chopped liver. The annual event has been growing by leaps and bounds, and it gains additional importance on even-numbered years, when Cologne, Germany, hosts the industry's largest exposition (nearby Milan hosts the event on odd-numbered years).

This was such a year, and Italian manufacturers dominated the interest of the partisan public. While the Japanese "Big Four" traditionally eclipse the smaller brands at Cologne and Milan, Bologna has typically been a showcase for the Italian cottage industry, and this year was no different. Yes, the Japanese and big contenders such as Ducati were on hand, but so were unfamiliar names like Muller, Alfer and TM. Here are some of the more intersting displays at the '94 MotorShow. CN

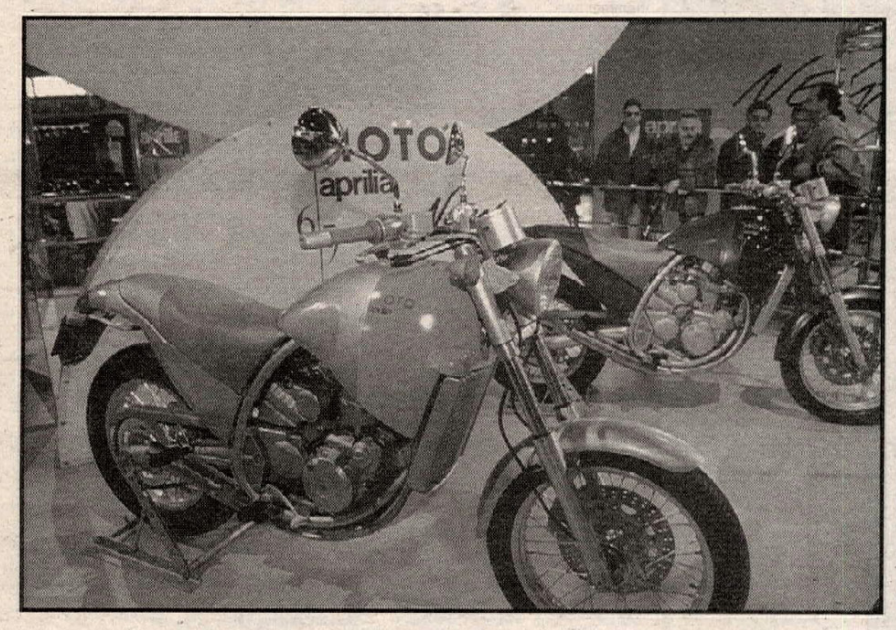




(Left) This very clean-looking Muller 125cc two-stroke was one of the more interesting bikes at the show. Built almost entirely by a single German-born engineer, the bike boasts such features as an aluminum frame and airbox. The engine (inset), which is also built by Muller, features a liquid-activated power valve. The size of the port is altered depending on the velocity of the radiator fluid.

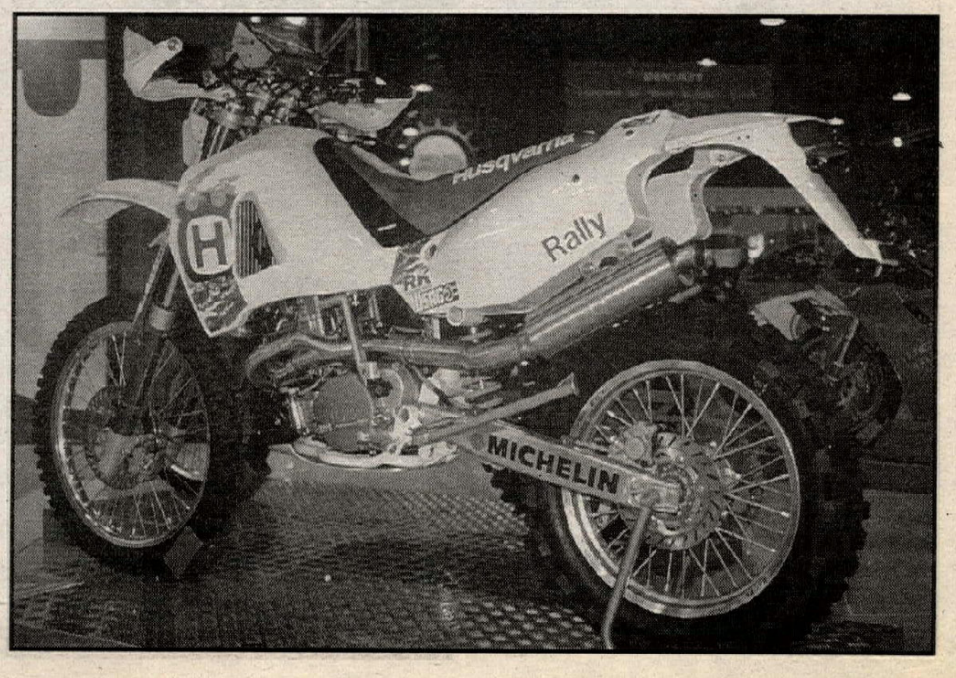


(Left) Named after Ayrton Senna, Ducati's 916 headliner was the talk of the show. Dedicated to the late multi-time Formula One Champion, the black beauty boasted more than its fair share of carbon fiber, a steering damper and a plaque commemorating Senna. Front brakes are Brembo floating discs. Only 300 units will be built. (Right) More off-road trickery: does this Alfer VR250 two-stroke enduro bike look strangely familiar? Well, apart from the obvious conventional Marzocchi fork, the motorcycle features side-panels from a 1991 Kawasaki KX and radiator shrouds from a 1992 Suzuki RM.

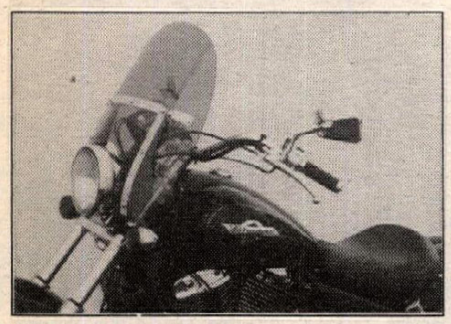


(Above) The most notable aspect of Aprilia's entry was its round lines. Exhibited in a discoteque-like display area, the Moto 6.5 is the brainchild of French designer Philippe Starck. Though the bike has no technological advances to speak of, its "oval chassis" is quite innovative.

(Below) Husqvarna's limited-edition 630cc Rally could be a perfect machine for events like the Nevada Rally. Included on the list of updates are a road-book holder, Acerbis Rally handguards, a different exhaust system and auxiliary fuel tanks built into the sidepanels. The Marzocchi conventional fork is standard fare in Europe.



NEW PRODUCTS



CLASSIC SCREENING
Rifle Fairings has designed the **Classic windshield** for Honda's new Shadow American Classic Edition. Made of ICI Lucite, which is claimed to provide excellent clarity, scratch resistance and chemical resistance, the one-piece windshield has been custom-fitted specifically for the A.C.E., and it comes with all the necessary hardware to bolt right on. The Classic windshield is available in three standard sizes plus custom sizes. The winshield and bracket kit retail for $229 for the clear version, while the tinted version retails for $239. Custom sizes are $15 more. For more information contact Rifle, Dept. CN, 3140 El Camino Real, Atascadero, CA 93422, 800/262-1237 or 805/466-5880.

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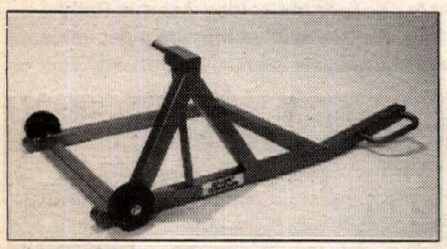

TAKE A STAND
Dale Walker's Holeshot Performance Products has created its **Rear Mono UltraStand** for Honda Hawk, VFR750 and Ducati 916 owners. The handcrafted, TIG-welded, thin-wall carbon-steel box tubing-constructed stand features four-inch wheels which allow the unit to be easily rolled under a machine and an aluminum hub that allows for effortless wheel rotation. Aluminum hub spindles may also be purchased to fit different models. The Rear Mono UltraStand retails for $189.95. For more information contact Dale Walker's Holeshot Performance Products, Dept. CN, 320 Babe Thompson Rd., La Selva, CA 95076, 408/761-2808. CN

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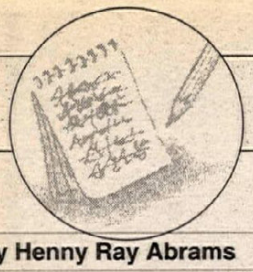
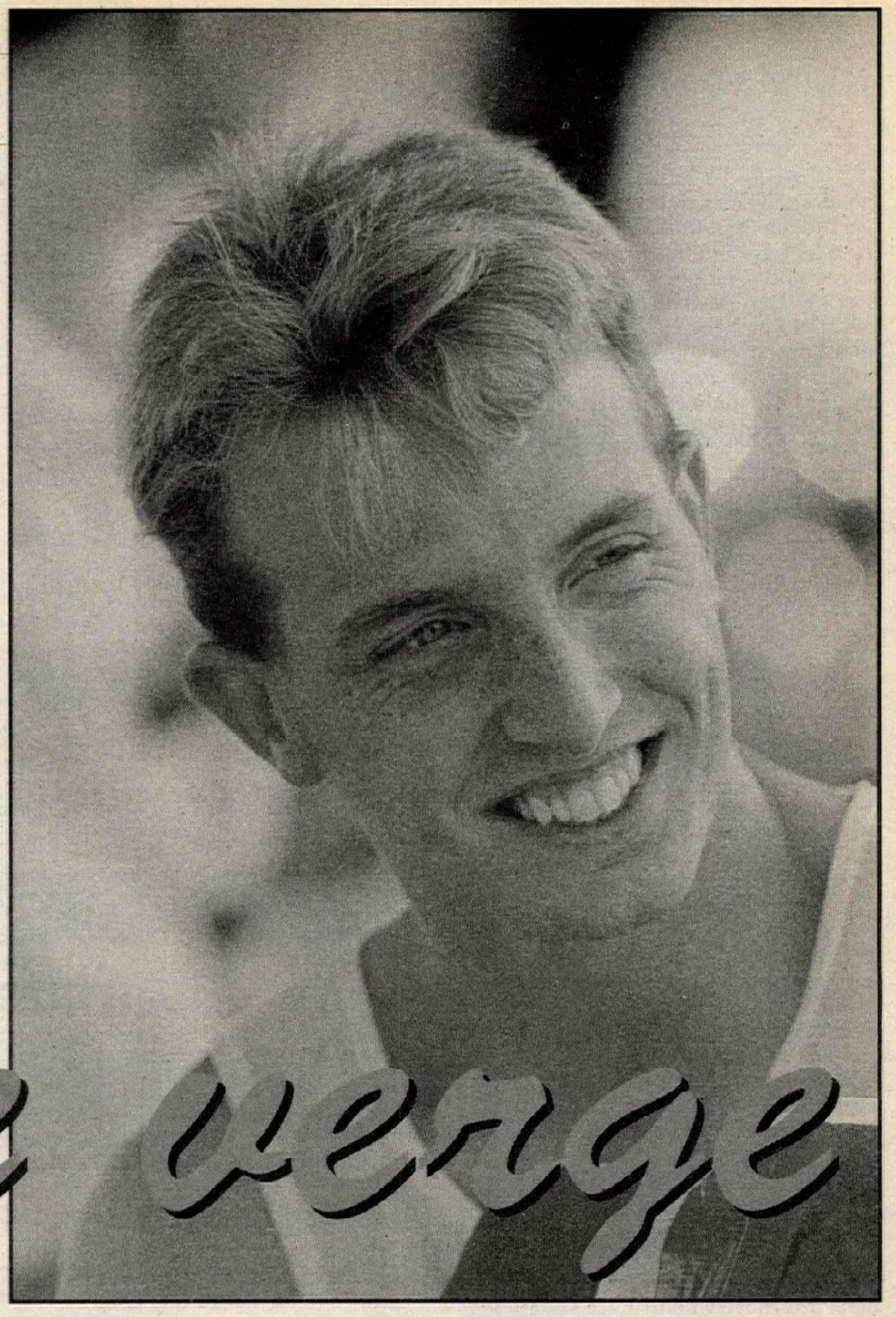


INTERVIEW Colin Edwards II

On the verge



By Henny Ray Abrams

Just when he was beginning to fulfill the promise he's shown throughout his short professional career, Colin Edwards II is gone. After a blazing second half of the 1994 AMA Superbike season, Edwards II earned a ride on the Yamaha factory's first-ever full-fledged World Superbike. He'll be on the starting line for the Daytona 200, but after that he's off to uncharted waters.

Edwards fairly burst onto the road racing scene in 1991. In addition to winning a handful of races at the season-ending AMA/CCS final, Edwards II put in a sterling ride in his professional debut on the dangerous Miami street circuit, finishing second to Jimmy Filice.

His talent earned him a ride with the Southwest Motorsports team and in 1992 he went head-to-head with Kenny Roberts Jr., the younger Roberts joining the AMA 250 GP wars after a year in the WERA F-II class. The two had a few epic battles, notably at Charlotte and Brainerd and, in the end, Edwards won more races and it added up to a championship - one, it turns out, that he's not overly impressed with.

The next jump was into the highest form of motorcycle road racing in America, the AMA Superbike class. After his 250 GP title, much was expected and Edwards didn't disappoint, leading his very first superbike race at Phoenix. But he soon realized he wasn't on the pace and made it a learning year, leading again a time or two, but also crashing while contesting the lead at Road America.

There were those who thought he'd done too much, too soon; that he was in over his head and that he was believing his own hype. For 1994 he had to prove to the world, but more importantly to himself, that he was the real deal.

The season started slowly, then got worse. Early season difficulties effectively ended his chances for a title run, but at Mid-Ohio he broke through, getting the better of a tough race with teammate Jamie James for his first AMA Superbike National win ever. After that he was nearly unstoppable. He carded wins at Brainerd and Sears Point and finished third at the season-ender in Atlanta. The non-believers dwindled and Yamaha thought enough of Edwards to offer him the chance to spearhead their World Superbike team. He will be joined by Japanese rider Yasutumo Nagai and the team will be based near Milan, Italy, where Edwards and his father will be based for the year.

The Daytona 200 may be his only American appearance, and we spoke to him during Dunlop's recent Daytona tire test.

Let's start with this year. What did you expect starting this season?

I thought I really had a good chance. Even after the Daytona flop, I still felt like I had a good chance of winning the championship. And, realistically, I did. It was just everything combined. I put in some good, strong rides. Like at Phoenix I got a third. I think in the beginning of the year I felt like I had a good chance, but my confidence really wasn't that killer. I didn't have that go-out-and-kick-everybody's-ass attitude. That definitely hurt me. In the beginning of the year I had it in my brain that you can't beat a Ducati because they're faster and lighter - which I still think was unfair at the time. Since they added the weight on, it evened things up a lot. Then, right before Mid-Ohio, I just had some bad luck. There was Pomona, Laguna, and Road America. Three races in a row that I didn't finish. Two of them were out of my control, but you can't win championships by not finishing three of 10 races.

Why did you refer to Daytona as a flop?

We had a lot of problems. We should have been here for the tire test last year and we weren't, because we had a new bike. And then when we got here we kind of felt the bike would go pretty well right off the truck with just a few little adjustments - and we were sadly mistaken. We just got off on the wrong track. It happens. We just got way out in left field on setup, big time. We had a motor in the thing with no throttle control. It was either on or off. It about spit me and Jamie off a number of times. It was just a hard bike to ride last year. This bike we have now is good. My fastest race lap last year was mid-54. That's sad.

Were you intimidated by the speed of Daytona?

No, not at all. The year before on the OW, I think I worked my way up from the 16th row on the second wave and I was following (Doug) Polen the whole time. I worked my way to seventh, or something like that. Turning consistent 54s and I think I did a couple of 53s. That was my rookie year on a superbike around this place. I felt really comfortable. We came here last year and we were just way out in left field, setup-wise.

When did you feel it started to come around?

I really felt like we had a handle on it at Mid-Ohio. I would say at Loudon we were close. We were getting closer. Then Dale Rathwell, the suspension guy, had few new tricks up his sleeve and we tested them out on the bike and they were good. They brought 10 times the feel to the rear end than we've ever had on this bike. It was a linkage. It allowed a little freer movement at the top. It was more like the OW. You could step it out. You could hang it out there. And before, if it went out, you were out of control. If you stepped out, it was just so quick and so fast that you lost so much time. With the new linkage, you could step it out and slide it all the way to the edge of the track.

At Mid-Ohio you seemed to be more motivated.

I listened to these motivational tapes - as corny as it may sound. I don't know what told me to do it. I was up at 2:00 in the morning watching TV and I just saw an advertisement on TV - it was all these gimmicks and stuff - and I thought, "Aw, what the hell. I get all that stuff anyway." So I got it and listened to it, and all the stuff the guy had to say totally made sense. Mind over anything. Just didn't matter what it is. If you say to yourself, and you know that you can do it, then you can do it. He just basically told you to take a couple of words out of your vocabulary: "can't," "hope," "maybe." Just take those out of your vocabulary. So instead of saying "I hope I'll win," say "I will win." It was just something I had embedded in my brain - that I can beat these guys.

It just sounds too easy.

It really does. I listened to it kind of skeptically at first, and then I said I'll give it a shot. I'm going there and I'm going to win. Period.

And you got these before Mid-Ohio?

Yeah, probably a week and a half before Mid-Ohio.

How many are there?

It's actually six tapes front and back. What was corny about it was that there was two for passion, profit, and power. And you got two tapes for each thing and I just trashed the passion and profit and listened to the power. It's just how it really is. Mind over anything. If you say you can do it, you can do it. If you say, "Maybe I can do it," you're not going to do it.

Do you still listen to them?

Yeah, I listen to them every now and then. Again, as corny as it may sound, he's got a deal where he tells you to actually tape-record yourself. And in my case, racing, I'd tape myself saying "You're going to go out there and kick everybody's ass. You ain't going to look back. You're just going to go out there and kick everybody's ass." And listening to that, with yourself saying that, it just embeds in your brain. It's a way of therapy. I've gotten away from kind of listening to them lately because it's in there. It's not going away any more. I know what it takes.

Is there another step that this guy has?

No, it's just one step.

After Mid-Ohio you couldn't be stopped.

What motivated me most of all was when I went to Mid-Ohio and broke the lap record by half a second or six-tenths. It's not a long track. I thought all that, I put all that in my brain; it's not a long track and I broke it by six-tenths of a second, knowing that Polen had been there the year before and Russell the year before that. Of course, we've got faster bikes and everything's a little bit quicker. Then I put myself in the category of the big guys and I said to myself, "You can beat these guys, no problem."

How do you translate what you learn on these tapes to the race track?

When you're on a track you've got a lot of times when you could be way more aggressive or conservative. I was more of a conservative rider, keep it upright, look for your opportunity then take it. After that, it was like, just pass them; just get around them some way or another. I mean, you may have seen it - at Mid-Ohio I passed three guys by outbraking them at the end of the straightaway. I outbroke three guys at one time on the third lap. And then the deal at Brainerd - riding around (Troy) Corser on the outside and then the next lap on the inside. I just said, "Just pass them."

And you wouldn't have done that before?

No, no way. I would've been more to sit for the opportunity, wait to line them up, follow them for a lap to see where he's weak. That's what I was always

good at, even at motocross. I'd sit and wait for an opportunity and then I'd go. And as I got into motocross, as it kept going and going and going, I kind of lost the aggressiveness. In the PeeWee 60s, and right when I started out in 80s, I just knew I was going out there and killing everybody.

But in 1992 you were pretty aggressive. You and Kenny Roberts Jr. were riding quite hard.

Yeah, but even in '92 - I'll be honest with you - (Jimmy) Filice was on a Honda and, if I can put it into terms that everybody can understand, the Superbike level of competition is 10 times what 250 is. I mean, Oliver is a really good rider and it showed. He went out there and almost won all 10 races. And that goes to show you right there - I'm not putting anybody down - but there's not a whole lot of guys out there in the 250 class who are as competitive as it is here.

Was it hard to come to grips with that when you moved up?

Yeah, I think I was kind of thinking a long time that I was coming from 250s. I was kind of - well, I never really got intimidated, but I think in the back of my mind I knew I was getting into something pretty big. Then, the first race at Phoenix that year, I led it, and I felt comfortable leading it but I just didn't have the pace at that time.

Did you ever doubt you would win?

No, I knew sooner or later it would come. Especially after I listened to those tapes. My dad had said to me - my dad is one of the biggest helps in my racing - and it's kind of like my father's attitude. He said, "You don't seem focused this weekend." And when I hear that, I'm like, "Piss off. I'm doing everything I can." But now when I look back on it, whenever he was saying those things, I wasn't - I wasn't focused, I wasn't aggressive. And he noticed the change as soon as I listened to those tapes. I went to Mid-Ohio and it was all business to go out there and kick everybody's ass and it worked out good.

What about Road Atlanta? You had Scott Russell to deal with on a track he's pretty familiar with.

Yeah, I'm not blaming anybody but myself. I got out there and I felt like, if I could have gotten out there with him, I would have been able to hold the pace and use his draft on the back straightaway. And I can say that all day long, but it didn't happen. I think I made a wrong tire choice because I chose the harder tire and I thought that everybody did. But, if you remember, race day was overcast and the track wasn't near as hot. And I stuck with the hard tire. Then I found out after the race that Russell went to the medium and just about everybody went to the medium compound. I mean, I'm still learning. Every time I race I still learn.

Were you surprised that you got the pole that day over Russell?

No. Then, again, I just told myself that you've got to go out there and grab pole and turn some heads.

Were you involved at all in the championship as far as knowing where you had to finish to help Jamie James beat Troy Corser?

That was the deal. If you noticed on the tape I was quite a ways in front of them. It was Russell and me and then everybody else. And I got to a point where I was pushing it pretty hard. At the time I said to myself, "I don't know how he's holding this pace because my tire's just not hooking up." I wasn't in it for the championship, and if I couldn't win the thing I'd go ahead and help Jamie out, so I dropped back. And it was working out good there for a while. Jamie was in second, I was in third, elbows out wide kind of slowing everybody up in the infield, kind of tooling and letting him pull out a little bit - and then his EXUP broke. And then it was just a dash to the finish, and Picotte drafted me on the back straightaway. And I just went wide coming down the hill.

When did you find out you might be racing World Superbike in 1995?

We had everything done for the U.S. contract. I don't think we had the actual contract signed. We had the letter of intent and all that stuff. And I was happy with it. I got a really good deal with the Yamaha guys to stay here another two years. And it was kind of an agreement to where if something came up to further my career, something really good after next year, they'd let me out. They weren't going to be impediments to it. I was happy with it. I had my sights on staying here and dominating. And then they (Yamaha Japan) called and asked if I wanted to ride the World Superbike. Keith McCarty and Larry Griffis called and asked if I wanted to ride the World Superbike. Hell, yeah, I want to ride World Superbike. That was a month, month and a half ago, tops. It was late. Then for a while we negotiated back and forth. I knew I could stay over here and do good, but I couldn't pass up the chance of going over there. We decided it was better to take the money we could get and go over there. We got a good deal. Everybody's happy. I'm happy, Yamaha's happy.

When you were negotiating, was that for technical support or salary or what?

Salary, yeah.

It was more that than worrying about what kind of equipment you were going to get or whether this was going to be a factory effort?

That was made clear right off the bat, that was in the contract.

Did you have any idea why they came to you so late?

I think they were getting their budget to run over there. I think they were just trying to get a budget to do it. I assume, that's what I heard. And they decided they were going to do it and they gave me a call. I was planning on staying. We didn't call around to ask anybody if they wanted me to ride. I just kind of felt to myself that if I stayed over here another year, I'd still only be 21 and I still have some good years left. If I stayed over here and dominated and won a championship, it's all the better. I'd get that much more experience over here.

What changed your mind?

Just the fact that it was a factory deal over there. It wasn't going to be some so-called "half-assed" deal. We got some good equipment. I know it's going to be the best of the best.

Since you haven't been to most of the tracks, have you watched the videos?

Yeah, I've seen the videos. One thing I noticed about a lot of the races is that you see the bike moving around so much more than you do over here, and I think that's because the race over there is a little more up-tempo. Everybody's pushing from the get-go. And over here we're pushing - don't get me wrong - there are some points where you may just sit back and wait for a good time, when your tires cool off, and break for it. I think a big part of it over here is that the weight over here... Our bikes are a little bit heavier than theirs. That weight just doesn't want to move quickly. If it moves it wallows. There aren't any abrupt, quick movements like over there. Since I've been riding over here the bike's been all over the place, which is good. I'm just getting the feel. I can ride it like that, it's just a matter of riding it like that every lap.

Will you be doing more testing before the season starts?

We'll be testing before Daytona and after Daytona, and maybe before the first race at Daytona.

What are your worries going over there?

Not really any. It's going to have to be made pretty clear right off the bat that if I want to do something to my bike, to improve the handling, it's got to be done. And there's not going to be somebody over me saying, "No, no, you can't do that." Working here with the Japanese mechanics, everybody always talks like you work with them and they want to do their own thing. But it's been going good. They've got a few things they want to do, and, yet again, they're letting me do everything I want to do.

Are these the mechanics you're going to have all year?

There's going to be two mechanics with me, two mechanics for Nagai. We're going to have a coordinator, a team manager, then two guys doing the motor work. They're not going to be Japanese. Actually, they said the guy's going to be Italian who's doing the motors. They said I'm going to have an Australian and a New Zealander for mechanics. I'll be able to talk to them and not have to translate what I want done on the bike.

Will you do any other races in the U.S. other than Daytona?

No, not unless Yamaha asks us.

What do you think of this motorcycle?

This is just this year's test bike that Yoshikawa raced and won the championship on in Japan. That's why it's got the number one on it. This bike's good. I like it. We're still looking for the starting point. We're just up and down, left, right, with the chassis, trying to find something that's comfortable for me. Japanese riders ride it a lot differently. When I first got it off the track it was "run it in deep and get it out slow."

How much different is it from your bike? Is it faster?

It's pretty much the same. There's not a whole lot of difference.

When will you see your World Superbike?

The bike at Daytona will be a factory bike, but I don't know if it will be a World Superbike.

Do you feel any pressure being on a factory team?

No, I'm just going to go over there and give 150 percent.

What do you expect?

I expect to go over there and win a few races and be in it for the championship. That's what I want, that's what I expect. Stay consistent, but then again, you can stay consistent or you can win races. If it was up to me I'd rather win races than stay consistent.

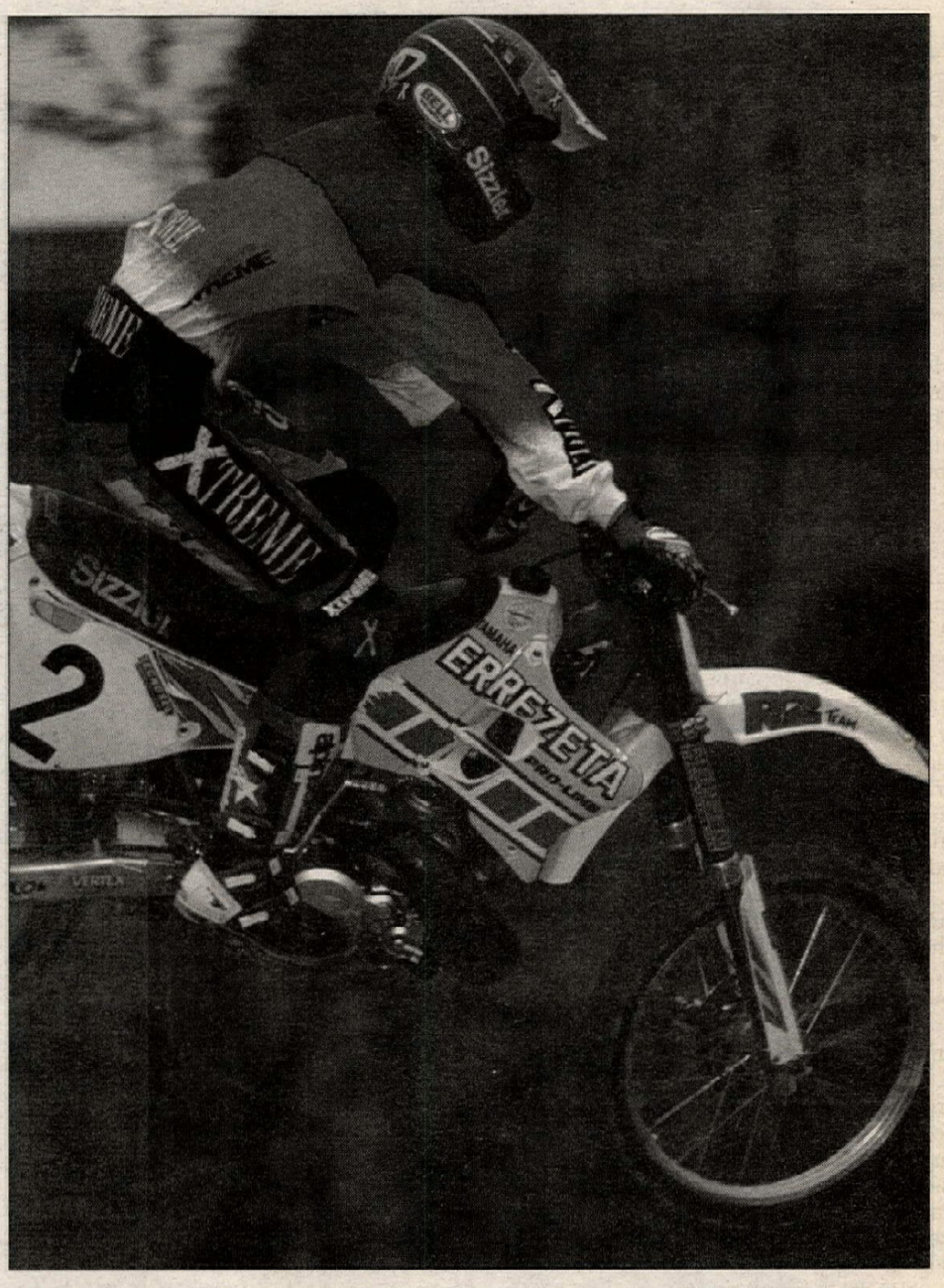
Why is that?

It's a hard deal. In my mind I'd rather be winning races and have some bad luck on some others and not do anything, than ride around in second and third the whole year.

And get a championship?

Yeah. And maybe win one race. If you could win five races, even if you don't win the championship, you've won five races and they were hard-fought races. It all takes into account in the end of the year, how smart you play it. I mean, definitely if you're in it toward the end of the year you're going to want to stay on the bike. CN

Lamson unbeatable



(Left) Steve Lamson was unstoppable at the Bologna Supercross. He went undefeated over two days of racing.
(Above) Larry Ward was the only rider to keep Lamson in sight. Ward finished second overall both nights.

(Left) Guy Cooper was a contender with 3-4 overall finishes.
(Above) Tallon Vohland rode well. His best moto finish was a second in the first moto on Thursday.

By Joe Bonnello

BOLOGNA, ITALY, DEC. 7-8

Months after the supercross season ended in the U.S., European fans have been getting their SX fix in a series of events staged in several countries throughout the continent. In addition to the recently completed World Series of Supercross, the Bologna Supercross is one of a number of non-points-paying events that, nevertheless, draws some of the world's top riders by paying handsome appearance money up front, as well as a substantial purse.

The "big three" - Jeremy McGrath, Mike LaRocco and Mike Kiedrowski - didn't make it to Bologna, but Steve Lamson, Larry Ward, Guy Cooper and Michael Craig did, as well as expatriates Bob Moore, Trampas Parker, Tallon Vohland and Bader Manneh. They were also joined by European stars such as Pedro Tragter, Alessio Chiodi, Michele Fanton and Marnicq Bervoets, including a group of Italian national riders filling out the 20-rider field. Though not really considered "stellar," the field proved to be amazingly well matched and turned in two days of solid, exciting racing that had the passionate Italian crowd screaming for more. And at the end of two days one rider stood head and shoulders above the rest - Steve Lamson.

If the man from Pollack Pines, California, wasn't too well known in Italy before the Bologna Supercross, he definitely became a star here overnight. "Lami" trounced the field in all six motos over two days of racing to make a clean sweep. Not only did the Italians appreciate his smooth, fluid riding style, but he ingratiated himself with the fans with his easy smile and unpretentious personality.

The Bologna race is part of the huge Motor Show that runs for 10 days and draws over a million and a half people. The show features cars, motorcycles and bicycles, as well as dozens of races, including mountain biking, rally cars, trials and road racing.

Typically cold, gray skies of winter in northern Italy greeted the riders and fans on race day. Fortunately, the promoters were smart enough to hire American master track builder John Savitsky to design and build the track. Laid out in a flat field at the show's border, Savitsky crafted an exciting and technical track composed of sand and clay that offered the perfect balance of traction, roughness and total lack of dust. The event used a three-moto format, and points earned in each race was added up to proclaim an overall winner.

Lamson started things off with a holeshot and led from start to finish, though Lami never got more than a few seconds ahead of a tight pack including Ward, Craig, Cooper, Tragter and Vohland. Vohland hung right with Lamson in the first moto and even made a bid for the lead at one point, but he augered into the front side of a huge whoop. He lost a number of places getting restarted and then blasted through the field for second place. As he always does while racing in Europe, Ward looked very fast, keeping to within a bike length of Lamson throughout much of the race.

Not really known for his supercross skills, Bobby Moore looked surprisingly strong on the Chesterfield Yamaha. Moore was fast and consistent, finishing the day eighth overall but was really closer to the leaders than the results may suggest.

When it was over, Lamson swept all three motos, but Ward kept him honest. Cooper sneaked in for a solid third overall followed by Vohland, Craig and Tragter.

The next day, Lamson again took center stage on his Team 1-800-Collect Honda, as he swept all three motos.

The day started very poorly for the Italian-based World Champ, Moore, when he crashed and sustained a possible broken leg. Following Lamson for the overall was again a fast and very consistent Ward, and Vohland.

A quiet Cooper slipped home in fourth and Tragter claimed fifth overall. Bader Manneh looked good in sixth overall, but a very fast Craig, hurt by a second-race DNF, had to settle for seventh. CN

Bologna Supercross
Bologna, Italy
Results: December 7-8, 1994

Wednesday

O/A: 1. Steve Lamson (Hon); 2. Larry Ward (Yam); 3. Guy Cooper (Suz); 4. Tallon Vohland (Hon); 5. Mike Craig (Hon); 6. Pedro Tragter (Suz); 7. Fabio Monti (Hon); 8. Bob Moore (Yam); 9. Bader Manneh (Hon); 10. Trampas Parker (KTM); 11. Alessio Chiodi (Hon); 12. Fabio Cochiolini (Hon); 13. Attilio Pignotti (Hon); 14. Massimo Beltrami (Yam); 15. Michele Fanton (Kaw); 16. Alex Goldaniga (KTM); 17. Luca Pretto (Hon); 18. Marnicq Bervoets (Suz); 19. Tobbe Johansson (Hon); 20. Max Gazzarata (Hon).

Thursday

O/A: 1. Steve Lamson (Hon); 2. Larry Ward (Yam); 3. Tallon Vohland (Hon); 4. Guy Cooper (Suz); 5. Pedro Tragter (Suz); 6. Bader Manneh (Hon); 7. Mike Craig (Hon); 8. Fabio Monti (Hon); 9. Attilio Pignotti (Hon); 10. Luca Pretto (Hon); 11. Massimo Beltrami (Yam); 12. Marnicq Bervoets (Suz); 13. Fabio Cochiolini (Hon); 14. Tobbe Johansson (Hon); 15. Trampas Parker (KTM); 16. Michele Fanton (Kaw).

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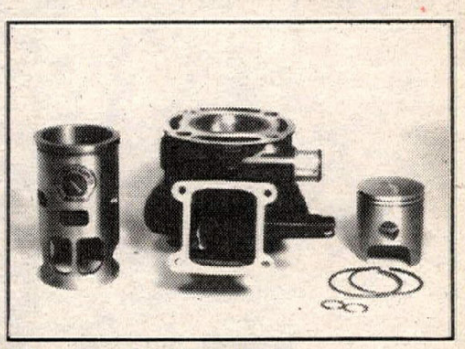

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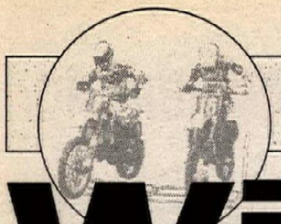


GRAND PRIX | Carlsbad Raceway

Windham festive

By Chris Jonnum and Scott Rousseau
Photos by Kinney Jones

CARLSBAD, CA, DEC. 11

Kevin Windham celebrated the holidays and his recent signing with Team Yamaha by winning both the 125 and 250cc Pro classes at Racing Enterprises' Christmas Grand Prix at Southern California's legendary Carlsbad Raceway.

The long, varied GP loop had been laid out with the assistance of KTM off-road ace Scot Harden, and included pavement sections, off-road singletrack and portions of the motocross track. Some obstacles had been built especially for the event, including a whoop section and some new trails through the brush. Race times were 45 minutes per class.

The combined 250 and 500cc Pro division kicked off the day, with some well-known names from both the past and present doing battle. Windham grabbed the lead a few turns into the race, with former Honda star Rick Johnson close behind on a very stock-looking XR600. Former factory Yamaha rider Doug Dubach and Carlsbad ace Tony Amaradio followed, but Amaradio encountered trouble when he slid out starting off the second lap. Though Amaradio remounted and initially continued on, he pulled off soon after with bike problems.

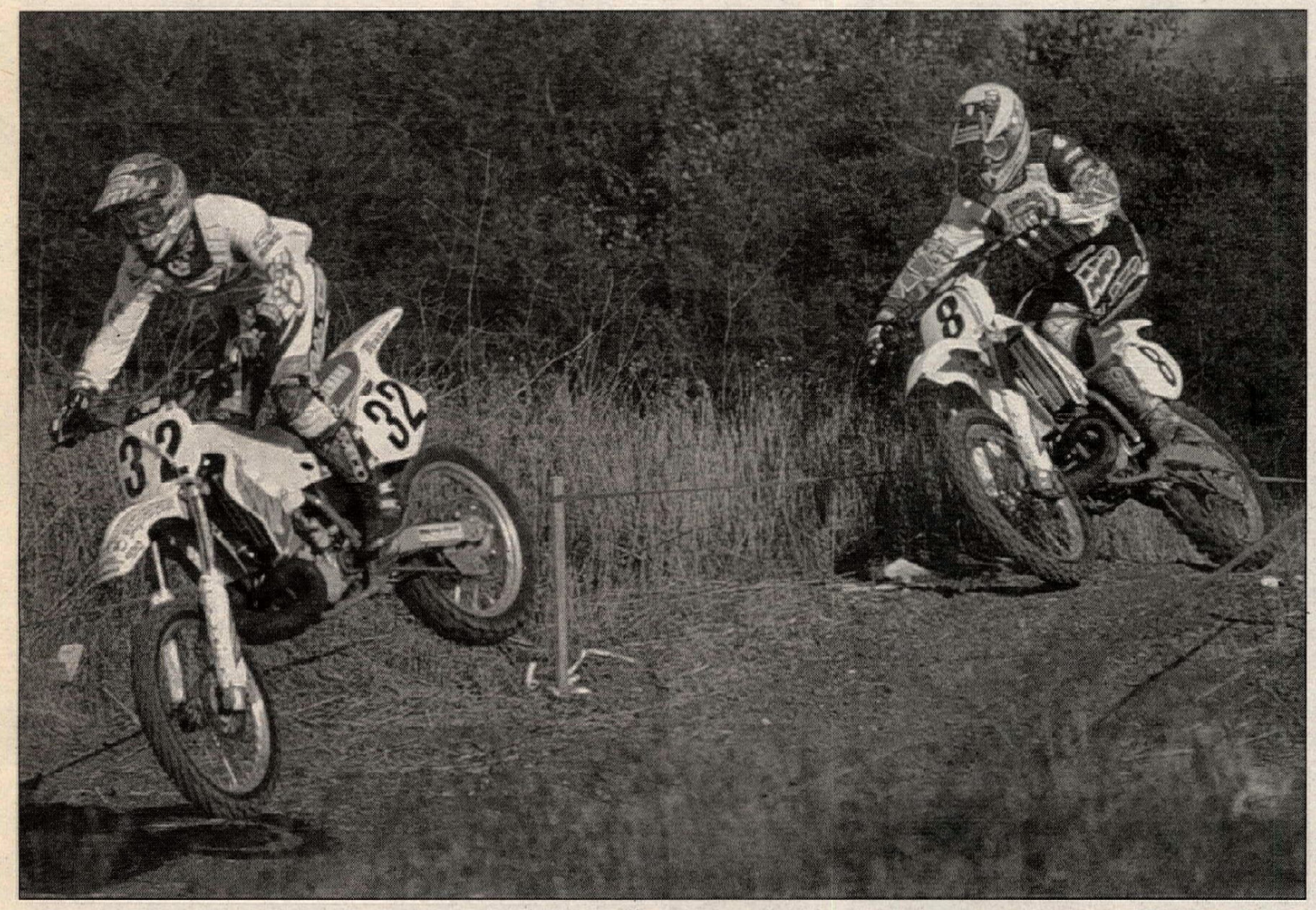
Johnson had pulled over on the first lap to let Dubach by, and as the race continued, Dubach narrowed the margin on the leading Windham. After some horsing around, the two Yamaha riders began to go at it and pulled away from the pack. Though the two were fairly close, Windham had control the whole time, and he slowed near the finish so the two could cross the line together. Johnson held on to win the 500cc Pro class, followed by Harden and former factory Honda rider Chuck Sun, who was riding a four-stroke Husaberg.

Amaradio was back for more in the 125cc class, which was led start to finish by Windham. Amaradio was the runner-up.

In the combined Vet Pro/Vet Intermediate/25+ Intermediate race, Harden took control and rode to the easy win. Giovanni Spinalli rode second, while factory Yamaha mechanics Steve Butler and Alley Semar were involved in a race-long battle over the third spot. Semar came out ahead for third overall, second behind Spinalli in the 25+ class. Tim Crowder was the Vet Intermediate winner. CN

Christmas Grand Prix
Carlsbad, California
Results: December 11, 1994

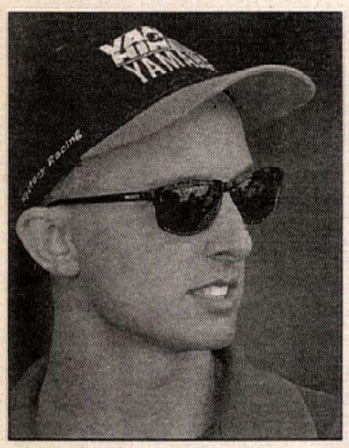
250 PRO: 1. Kevin Windham (Yam); 2. Doug Dubach (Yam); 3. Lars-Erik Larsson (Hon); 5. Tony Amaradio (Kaw).
250 INT: 1. Jason Trist (Kaw); 2. Brian Schmuckle (Hon); 3. Eric Hjalmonson (KTM); 4. Chip Morton (Kaw); 5. Corey Eastman (Hon).
250 BEG: 1. Joe Desrosiers (Hon); 2. Richard Edwards (Kaw); 3. Matt Kennedy (Kaw); 4. Nick Kelbaugh (Hon); 5. Mark Vander Dussen (Hon).
500 PRO: 1. Rick Johnson (Hon); 2. Scot Harden (KTM); 3. Chuck Sun (Hbg); 4. Chris Ridgeway (Kaw).
500 BEG/JR: 1. Dan Ellison (Hon); 2. Karl Holmberg; 3. Todd Elaming (Kaw); 4. Joseph Gonzalez (Mai); 5. John Tookey (Hon).
O/T EX: 1. George Kohler (Hon); 2. Tom Moen (KTM); 3. Ray Pisarski (Hon); 4. Bruce Forinash (Yam); 5. John Knight (Yam).
O/T INT: 1. Max Galliger (Kaw); 2. Steve Gordon (Suz); 3. Dennis Middleton (Hon); 4. Frank Hamlett (Hon); 5. Gary Scott (Hon).
O/T JR: 1. Brett Leef (Kaw); 2. Frank Bonacka (Hon).
O/T BEG: 1. Keith Mitchell (Hon); 2. Brad Wootton (Hon); 3. Rodger Flaming (Kaw).
4-STRK INT: 1. Ron Lawson (Hbg).
4-STRK JR: 1. Brian Schmuckle (Hon); 2. Dan Ellison (Hon); 3. Brad Little (Hon); 4. Guy Shidner (KTM); 5. Jim Hudson (Hon).
80 BEG: 1. Salvatore Filippone (Yam); 2. Byram Frost (Yam); 3. Brandon Hamlett (Kaw); 4. Jason Carlton (Yam).
80 JR: 1. Becky Kukla (Kaw).
BMBR: 1. David Gilbertson (Yam).
125 PRO: 1. Kevin Windham (Yam); 2. Tony Amaradio (Kaw); 3. David Demangos (Hon); 4. Bobby Navarro (Hon); 5. Tex Mitchell (Yam).
125 INT: 1. Fred Willert (Suz); 2. Tim Beatty (Yam); 3. Wilson Nichols Jr. (Suz); 4. Joshua Amaradio (Kaw); 5. Rudy Sevilla (Suz).
125 JR: 1. Byron Cox (Hon); 2. Daniel Norman (Kaw); 3. Brian Reichel (Kaw); 4. Chad Doggett (Hon); 5. Pete Roles (Suz).
125 BEG: 1. Kevin Sheafer (Yam); 2. Brian Kennedy (Kaw); 3. Brandon McKenzie (Yam); 4. Tony Stavana (Hon).
VET INT/PRO: 1. Scot Harden (KTM); 2. Rob Wilshire (Hon); 3. Ron Lawson (Hbg); 4. Ted Kukla (Yam); 5. Ken Tomeo (KTM).
25+ INT: 1. Giovanni Spinalli (Yam); 2. Alley Semar (Yam); 3. Steve Butler (Yam).
VET JR: 1. Dan Virgilio (KTM); 2. Max Galligan (Kaw); 3. Jim Naegle (Kaw); 4. Kirk Chapman (Yam); 5. Karl Holmberg (KTM).
VET BEG: 1. Lance Clark (Suz); 2. John O'Grady (Hon); 3. Chris Semon (Hon); 4. Mark Barlow (Kaw); 5. Mark Zwillinger (Yam).
(25-29) JR: 1. Ricky Fernandez (Kaw); 2. Dave Galland (Hon).
(25-29) BEG: 1. Anthony Gullotto (Hon); 2. Jason Seifert (Kaw); 3. David Willis (Yam); 4. Randy Weese (Hon); 5. Jay Cumbey (Hon).
CYCLE NEWS: 1. Chris Jonnum (Kaw); 2. Donn Maeda (Hon); 3. Kit Palmer (Yam); 4. Kinney Jones (Hon); 5. Jeff Hain (Kaw).



(Above) This photo was taken at one of the rare moments when Kevin Windham (8) wasn't leading. Doug Dubach (32) was second 250cc Pro.
(Below) Rick Johnson made a much-appreciated appearance, winning the the 500cc Pro division on a Honda XR600.

(Below) The old and the new: Honda CR rider Jeff Merrill (13) and Maico-mounted Joseph Gonzalez (28) mix it up.

1994 Championship final point standings



COLIN EDWARDS II

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Doriano Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Yam), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oettl (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 22 of 22 rounds)

1.Scott Parker (H-D), SWARTZ CREEK, MI	(292/8 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(289/5 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(232/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(175/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(164)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(135/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(115)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(105)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES

(After 15 of 15 rounds)

1. Scott Stump, MARION, OH	(173/5 wins)
2. Jay Springsteen, LAPEER, MI	(135/2 wins)
3. Jason Fletcher, GAYLORSVILLE, CT	(125/1 win)
4. James Hart, CENTRALIA, IL	(118)
5. Matt Wait, MODESTO, CA	(111)
6. Doug Beattie, CANADA	(87/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(71)
10. Tommy Colson, BELOIT, WI	(57)

WORLD SUPERBIKE CHAMPIONSHIP (After 11 of 11 rds.)

1. Carl Fogarty (Duc), ENGLAND	(305/10 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(280/9 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(277)
4. Doug Polen (Hon), DENTON, TX	(158)
5. Simon Crafar (Hon), NEW ZEALAND	(153)
6. Andreas Meklau (Duc), AUSTRIA	(148)
7. Jamie Whitham (Duc), ENGLAND	(126/1 win)
8. Piergiorgio Bontempi (Kaw), ITALY	(116)
9. Fabrizio Pirovano (Duc), ITALY	(111)
10. Terry Rymer (Kaw), ENGLAND	(106)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 10 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(273/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(272)
3. Takahiro Sohwa (Kaw), JAPAN	(251)
4. Pascal Picotte (Duc), CANADA	(245/2 wins)
5. Colin Edwards II (Yam), CONROE, TX	(239/3 wins)
6. Steve Crevier (Kaw), CANADA	(235)
7. Dale Quarterley (Kaw), WESTFIELD, MA	(219)
8. Mike Smith (Hon), ROSWELL, GA	(181)
9. Thomas Stevens (Suz), SANIBEL ISLAND, FL	(166)
10. Fred Merkel (Kaw), STOCKTON, CA	(152)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 rnds)

1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(297/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

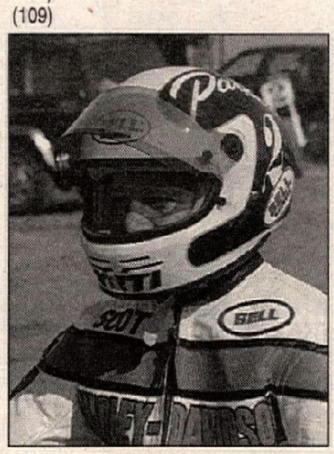
AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 rnds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/3 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENHAH, WI	(169)

MIKE LAROCCO



SCOTT PARKER

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES

(After 12 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURIETTA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES

(After 12 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Yam), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES

(After 11 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Strijbos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle(Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

WORLD CHAMPIONSHIP 250cc MX SERIES

(After 15 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES

(After 12 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirkx (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

OFF-ROAD

DANNY HAMEL

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 9 of 9 rounds - best 7 finishes count toward c'ship)

1. Rodney Smith (Suz), OAKLEY, CA	(190/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(149)
3. Scott Plessinger (KTM), HAMILTON, OH	(131/2 wins)
4. Scott Summers (Hon), PETERSBURG, KY	(97/1 win)
5. Jason Dahners (Hon), REDMOND, WA	(97)
6. Eric Mashbir (Hus), OAKLAND, CA	(89)
7. Randy Hawkins (Suz), TRAVELER'S REST, SC	(67/1 win)
8. Steve Leivan (Yam), ELDON, MO	(58)
9. Leigh Letellier (KTM), KANSAS CITY, KS	(58)
10. Martin Kehlmeier (KTM), REYNOLDSBURG, OH	(52)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 9 of 9 rounds - best 7 finishes count toward c'ship)

1. Steve Hatch (Suz), ITHACA, NY	(196/4 wins)
2. Kevin Hines (CRE), WESTON, MA	(176/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(154/1 win)
4. Kelby Pepper (KTM), CENTER, CO	(127)
5. Jeff Russell (KTM), MORGANTOWN, WV	(115)
6. Matt Stavish (KTM), SLAINE, MN	(83)
7. Alan Randt (KTM), LANSING, MI	(74)
8. Terry Cunningham (Yam), ATHENS, OH	(73)
9. Ty Davis (Kaw), HESPERIA, CA	(67)
10. Mike Lafferty Jr. (KTM)	(58)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES

(After 8 of 8 rounds)

1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES

(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES

(After 6 of 6 rounds - best 4 finishes count toward c'ship)

1. Danny Hamel (Kaw), BOULDER CITY, NV	(120/5 wins)
2. Ty Davis (Kaw), HESPERIA, CA	(105/1 win)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(92)
4. Greg Zitterkopf (KTM), CHINO, CA	(74)
5. David Ondas (Kaw), HUNTINGTON BEACH, CA	(64)
6. Destry Abbott (KTM), GLENDALE, AZ	(57)
7. Jeff Capt (Hon), GLENDORA, CA	(51)
8. Davide Trolli (Kaw), HESPERIA, CA	(45)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(50)
10. James Gray (KTM), GUNNISON, CO	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES

(After 12 of 12 rounds - best 9 finishes count toward c'ship)

1. Scott Plessinger (KTM), HAMILTON, OH	(155/3)
2. Fred Andrews (Yam), SALEM, OH	(154/4)
3. Thomas Norton (Kaw), NORFOLK, MA	(141)
4. Gene O'Nail (Kaw)	(127)
5.Scott Summers (Hon), PETERSBURG, KY	(115/3)
6. Duane Conner (Hus)	(107)
7. Doug Blackwell (Yam), WASHINGTON, WV	(107)
8. Tom Carson (Hon)	(106)
9. Scott Phelps (Yam), PETERSBURG, KY	(96)
10. Tim Shepard (Hus), HAMILTON, OH	(93)

(Top) Jimmy Gaddis (2) and Grayson Goodman (1) scored Pro class wins at the Rockford Arenacross. (Above) Bird's-eye view: Thrasherland Race Park in Glendale, Arizona, was the site of round two of the AHRMA Cal-Zona Motocross Series. The event played host to 100 entrants.

AHRMA Cal-Zona MX Series: Round 2

Cal-Zona MX Series rolls on at Thrasherland

By Mark Hayzlett

GLENDALE, AZ, DEC. 11

Members of the Arizona Vintage Dirt Racers Association and the California riders of AHRMA converged at Phoenix's Thrasherland Race Park for a day of vintage motocross with a Bomber support class.

The event was the second of a four-race interstate contest, and 100 entries competed for the opportunity to take home the Cal-Zona Cup.

Sunny skies complemented a field of perfect race conditions provided by Roger Jones of Thrasherland and the staff from CMC.

The Arizona club raffled off a race-ready CZ 250cc motocrosser donated by Arizona Motorcycle Sales, and a vintage trivia contest kept conversation lively for prizes, also courtesy of AMS.

Some riders ventured from as far away as Salt Lake City and Albuquerque to join in the event. The variety and workmanship of the machines was astounding. There were a number of BSAs, a Triumph Rickman, Ducatis and late-60s-era Greeves two-cycles, as well as the usual assortment of Huskies, CZs and Bultacos. A fanatical dedication to the Maico colors was made by Matt Parsons of the Carter Collision Race Team, who showed up with two box vans full of them, including a unique '74 radial 250, and one that emerged from basket-case status just two weeks prior to the event. Machines weren't the only things blowing off the cobwebs, as 1981 AMXA Champ Bob Blese made his return to motocross racing at this event. Burning the midnight oil to get his Husqvarna 125 ready, Blese succeeded in winning his class after 15 years away from the sport.

Even though names were drawn at random for the 10 riders to represent each state for the points tally, the victories were surprisingly numerous. With a maximum possible score of 100, both states gathered 94 each at this event. Arizona still holds the points lead, a margin of eight points from the opener in California.

The next race is scheduled for January 15 at Rainbow MX Park in Pala, California. CN

Results

SPTSMN 500 EX: 1. Tim Nash (Hus); 2. Rick Hinchliff (Yam); 3. Ed Zornes (Yam).
SPTSMN 500 INT: 1. Gil Whitaker (Hus); 2. Chris Nash (Hus); 3. Lee Holth (CZ).
SPTSMN 500 NOV: 1. Ryan Dickson (CZ); 2. Tim Sheedy (Mai); 3. Chris Reed (Yam).
PREM 500 EX: 1. David Boydstun (BSA).
PREM 500 INT: 1. Dave Chrone (Duc).
PREM 500 II EX: 1. John LeFevre (Hus); 2. John Scott (Tri).
PREM 500 II NOV: 1. Mike Harcourt (Tri); 2. Dave Deau (BSA); 3. Paul Elmore (BSA).
SPTSMN 250 EX: 1. Tim Nash (Hus).
SPTSMN 250 NOV: 1. Frank Wadelton (Suz); 2. D. Trotta (Hon); 3. Tom Rogers (Hus).
SPTSMN 250 INT: 1. Rick Price (Mai); 2. Harry Becker (Hon); 3. Keith Lynas (Oss).
SPTSMN 125 INT: 1. Mark Arsenault (Hon); 2. Paul Dye (Hod); 3. Chris Marton (Hon).
PREM 125 INT: 1. Bob Blose (Hus); 2. Tom Seagroves (Hus); 3. Kevin Zlatty (Ric).
PREM L/W II EX: 1. John LeFevre (Hus).
PREM L/W II INT: 1. Keith Lynas (Oss).
PREM 125 NOV: 1. Mike Neal (Hon); 2. Ken Lootzenheiser (DKW).
PREM L/W NOV: 1. Phil Benedict (Oss); 2. Jim Wilson (Hus); 3. Bill Samstag (Gre).
P/W: 1. Jeff Zornes (Yam); 2. Steph Wadelton (Yam).
BMBR: 1. Greg Carter (Mai); 2. Steve Bohacek (Yam); 3. Dave Fisher (Hon).
30+ EX: 1. Dave Fisher (Oss); 2. Rick Hinchliff (Yam).
30+ INT: 1. Chris Nash (Hus); 2. Rick Price (Mai); 3. Harry Backer (Hon).
30+ NOV: 1. Frank Wadelton (Suz); 2. Ryan Dickson (CZ); 3. Sam Durick (Mai).
40+ EX: 1. Ed Zornes (Yam); 2. John Scott (Tri); 3. David Boydstun (Bul).
40+ INT: 1. Tim Curtis (KTM); 2. Bryan Benson (Yam); 3. Bob Spicer (CZ).
40+ NOV: 1. Don Meiner (Suz); 2. Mike Harcourt (Tri); 3. Tracy Stump (Hus).
50+ NOV: 1. Jim Wilson (Hus); 2. Dave Dean (CZ); 3. Les Johnson (Yam/BSA).
50+ INT: 1. Henry Nunneumacher (Tri); 2. Gene Fetty (Hus).

AMA National Arenacross Series: Round 3

Goodman grabs one at Rockford

By Pam Lambert

ROCKFORD, IL, DEC. 2-4

Defending AMA National Arenacross Champion Grayson Goodman was the only rider to keep Jimmy Gaddis from making a clean sweep of both classes during both nights at round three of the MSR/Answer/AMA National Arenacross series at the MetroCentre.

The Plano Honda/MSR/Oakley/Dunlop/LCS/Jeff Long Graphics-backed Goodman powered his CR250 to the main event win on Friday while Gaddis took home the gold in the three other weekend mains.

Although Billy Whitley took charge from the start of Friday's 125cc main, he was only able to hold off Gaddis for one lap until Gaddis skimmed the whoops and took the lead. Junior Jackson had his hands full staying in front of Jason Upshaw, Goodman, Chad Pederson and Greg Rand attack. Gaddis began to put real estate between his Team Green/SplitFire/Pro Circuit-sponsored bike and Whitley's. By the halfway flags Gaddis had a 10-second lead over the rest of the field and was running into lapped traffic.

Cliff Palmer passed rider after rider each lap, always going through the rough whoops like a rock skipping on water. Midway through the race Palmer had passed several riders, but a major get-off in the whoops with only two laps to go left him unable to finish. Rand and Goodman faded a bit towards the end of the race allowing Buehl opportunities to pass.

Gaddis wheelied across the finish line for the win with Whitley in second. Pederson was close behind in third. Coming in behind several lapped riders were Buehl and Jackson to round out the top five positions.

Goodman was in great form in the 250cc class as he rocketed off the start and never looked back. Buehl, Shawn Morgan, Jeff Curry and Upshaw were close behind but Goodman had a clear course in front of him while the rest of the field did battle. Buehl, Morgan and Currry held their lines and positions while Gaddis and Palmer began to put pressure on Upshaw. Both riders went past in the whoops with Gaddis moving right up on Curry. Gaddis found the spot and flew past Curry over the triple, then got by Morgan in the whoops. Buehl was the next victim, and after several laps, Gaddis went by with Buehl bobbling in the whoops. Buehl went down briefly in the double/double which opened the door for Palmer, Pederson and Curry. With only four laps to go the top five were Goodman, Gaddis, Palmer, Pederson and Curry. Goodman continued out front but Gaddis succumbed to a crash in the left-hander out of the start stretch while Palmer and Pederson motored around. Gaddis quickly remounted but the checkered flag came out before he had a chance to make any passes. Goodman took the win followed by Palmer in second.

Saturday's main event started looking like a repeat of Friday's with Goodman grabbing the holeshot ahead of Gaddis, but Gaddis set a quick pace and pulled away with speed, leaving Goodman to hold off Pederson and Buehl. Gaddis took another win; Buehl was second and Goodman made his second podium appearance in third.

Brian Deegan shot off the line in the 250cc main event, but Gaddis set sights on Deegan. Though Deegan held him off several laps, Gaddis outbraked Deegan going into a left-hander to take the lead. Gaddis secured the win followed by Deegan in second. Pederson, Palmer and Morgan rounded out the top five. CN

Results

Friday
125 EX: 1. Jimmy Gaddis (Kaw); 2. Billy Whitley (Kaw); 3. Chad Pederson (Hon); 4. Jeromy Buehl (Suz); 5. Junior Jackson (Yam).
250 EX: 1. Grayson Goodman (Hon); 2. Cliff Palmer (Hon); 3. Chad Pederson (Hon); 4. Jimmy Gaddis (Kaw); 5. Jeff Curry (Suz).
50 STK: 1. Chris Lazzaretto (LEM); 2. Bradley Ripple (Yam); 3. William Hicks (LEM); 4. Andrew Wells (Yam); 5. Austin Kress (Yam).
Saturday
125 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Grayson Goodman (Hon); 4. Chad Pederson (Hon); 5. Greg Rand (Suz).
250 EX: 1. Jimmy Gaddis (Kaw); 2. Brian Deegan (Hon); 3. Chad Pederson (Hon); 4. Cliff Palmer (Hon); 5. Shawn Morgan (Kaw).
50 STK: 1. Chris Lazzaretto (LEM); 2. Bradley Ripple (Yam); 3. William Hicks (LEM); 4. Shea Knuth (Yam); 5. Justin Pinckard (KTM).
Sunday (Amateur)
50 MOD: 1. Chris Lazzaretto (LEM); 2. Kody Molitor (Yam); 3. Brian Wendell II (LEM); 4. Matt Stokes (Yam); 5. Dian Klinger (Yam).
65 (7-11): 1. Kurt McCabe (Kaw); 2. Teddy Maier (Kaw); 3. Brad Ripple (Yam); 4. Broc Johnson (Kaw); 5. Dustin McDonald (Kaw).
85 (7-11): 1. Kurt Jennison (Suz); 2. Randall Woodring (Yam); 3. Adam Young (Yam); 4. Ben Maier (Hon); 5. Mike Klinger (Yam).
85 (12-13): 1. Brandon Bartz (Yam); 2. Chad Johnson (Kaw); 3. Jason Billingsley (Kaw); 4. Justin Hopkins (Hon); 5. Jake Gray (Hon).
85 (14-15): 1. Justin Guthrie (Kaw); 2. Jeffrey Riley (Hon); 3. Bryan Kremer (Yam); 4. Buddy Brown (Yam); 5. Greg Oswald (Yam).
85 BEG: 1. Dean Hofmaster (Yam); 2. Doug Leavitt (Kaw); 3. Mike Izzarelli (Kaw); 4. Jordan Rose (Yam); 5. Barry Anglemeyer (Yam).
85 OPEN: 1. Justin Guthrie (Kaw); 2. Brandon Bartz (Yam); 3. Scott Meyer (Kaw); 4. Jason Billingsley (Kaw); 5. Courtney Sampson (Kaw).
125 B: 1. Matt Grail (Kaw); 2. Joseph Miller (Hon); 3. Chad McDonald (Yam); 4. Shane Wenzel (Suz); 5. Brandon Yates (Suz).
125 C: 1. Rick Smith (Yam); 2. Josh Van O (Hon); 3. Mike Judge (Hon); 4. Kevin Holstein (Hon); 5. Skee Hartman (Hon).
125 D: 1. Ted Petitgout (Hon); 2. Brian McQueen (Hon); 3. Brian Pinch (Hon); 4. Lee Peter (Yam); 5. Dustin Rum (Hon).
125 OPEN: 1. Chance Persons (Hon); 2. Chad McDonald (Yam); 3. Rusty Phares (Kaw); 4. Robert Palmer (Suz); 5. Lee Klein (Hon).
125 SCHBY: 1. Rick Smith (Yam); 2. Josh Van O (Hon); 3. Kris Dahl (Hon); 4. Mitchell Wells (Yam); 5. Keith Seeger (Hon).
250 B: 1. Shane Wenzel (Suz); 2. Jason Donahue (Hon); 3. A.J. Tucker (Suz); 4. Steve Schmerback (Kaw); 5. Brian Kulsek (Hon).
250 C: 1. Michael Pratt Jr. (Kaw); 2. Rob Erschen (Hon); 3. Randy Doroff (Yam); 4. Joe Beaulieu (Hon); 5. Rob Koscielski (Hon).
250 D: 1. Albert Burgess (Hon); 2. Tom Ferguson (Hon); 3. Tom Smith (Yam); 4. Danny Miller (Hon); 5. Paul Campbell (Hon).
250 OPEN: 1. Chance Persons (Hon); 2. Roy Nafzger (Kaw); 3. Brian Kulisek (Hon); 4. Aron Yakima (Yam); 5. Dave Black (Hon).
25+: 1. Cy Chesterman (Kaw); 2. Steve Schmerback (Kaw); 3. Richard Reed (Kaw); 4. John Old (KTM); 5. Bill Allen (Suz).
30+: 1. Roy Mafzger (Kaw); 2. Rich Reed (Kaw); 3. Scott Miller (Hon); 4. John Old (KTM); 5. Allen Artz (Suz).

Davis downs Wild Turkey GP

By David A. Procida

SAN BERNARDINO, CA, NOV. 20

Once again, Davis ran away and hid from the competition on his KX250 at CRC's Wild Turkey GP at Glen Helen Raceway. No, not Team Green's Ty Davis; we're talking about his father Terry Davis, who took the overall win in the Senior Expert class.

Davis - founder of Terrycable - and the rest of his class started on the same line as the "kids" in the Vet Expert division. Leading the pack into turn one was Vet Expert Brad McLeod, followed by California Racing Club's number-one-plate holder Leo Saul. Davis was next with Randy Titlemier, Jack Rolen and the rest of the large Senior class in tow.

As the riders cleared the step-up leading into a triple roller, Saul made his only bid for the lead when he tried to jump past McLeod. It might've worked except for the fact that he also carried the extra speed into the corner, forcing him to the outside of the berm and leaving the inside line open for McLeod.

As the riders began their trek into the back section, McLeod had already opened up some breathing room on Saul, and by the time they reappeared from the canyon, McLeod had pulled out of the Yamaha rider's sight. Davis was a strong third until he stalled his KX250 in the tight hairpin corner leading up to the scoring-tower chicane.

Rolen took advantage of this and motored by, but Davis was under power before losing more positions. Davis quickly closed the gap on Rolen, but getting by the Yamaha rider proved to be more of a challenge. For the next three laps the two battled back and forth, with Davis pulling alongside of Rolen again and again. Davis was determined though, and at the 30-minute mark of the 45-minute-plus-one-lap race, made a clean pass, retaking the Senior Expert lead. Gary Doggett, Jim Latendresse and Bill Carr had their own race for third going, the trio staying close the entire race.

McLeod took the white flag while dodging lappers, and had worked his way up through the beginners, novices and was now behind the third place Vet Intermediate rider, while Saul was a distant second. Davis, taking the white flag, looked around but did not see Rolen, who had failed to reappear from the back section on the last lap.

This moved up the rest of the class contenders one slot, and now Doggett was running in the number-two Senior Expert slot. The last lap proved uneventful as all the top positions remained intact up to the checkered.

Results

P/W A: 1. J.J. Nocre (Ita); 2. Charles Messer (Yam).
P/W B-1: 1. Mitch Maxwell (Yam); 2. Russell Kaztman (Yam); 3. Sean McInroe (Yam); 4. Brian Kaztman (Yam); 5. Christopher Brown (Yam).
P/W B-2: 1. Steve Brewis (Yam); 2. Eddie Woodard (Yam); 3. Bryce Tarzian (Suz).
P/W MOD: 1. Matthew Tedder Jr. (Yam); 2. Steven Brewis.
60 BEG: 1. Travis Pursley (Kaw); 2. Nathan Pamintuan (Kaw).
60 (0-8): 1. Scott Simon (Kaw); 2. Ricky Oliver (Kaw); 3. Vincent Rhoads (Kaw); 4. Mark Atkins (Kaw); 5. Ricky Hemme (Kaw).
60 (9-11): 1. Daryl Ecklund (Kaw); 2. Chad Gaumer (Kaw); 3. Kit Kunath (Kaw); 4. Jason Jeffrey (Kaw); 5. Sean Collier (Kaw).
60 BEG: 1. Ben Bohannan (Kaw); 2. J.J. Nocne (Kaw).
80 (7-11): 1. Chris Tocco (Suz); 2. Dylan Lord (Hon); 3. Daryl Ecklund (Suz); 4. Todd Gosselaar (Kaw); 5. Jason Ciarletta (Hon).
80 (12-13): 1. Michael Young (Hon); 2. Bryan McGavran (Yam); 4. Chris Rogers (Suz); 5. J.J. Bonanno.
80 (14-16): 1. Robby Couse (Suz); 2. Dusty Walters (Yam); 3. Casey Gould (Yam); 4. Scott Priputen (Yam); 5. Chris Thompson (Suz).
80 BEG: 1. Kurt Long (Hon); 2. Chad Gaumer (Kaw); 3. Jason Jeffrey (Yam); 4. Mike Gould (Yam); 5. Jasmine Reid (Yam).
80 B/W: 1. Benjamin Stuelke (Kaw); 2. Steve Saul (Kaw).
125 BEG: 1. Chris Honnold (Kaw); 2. Shawn Haywood (Kaw); 3. Phil Messenger (Hon); 4. David Nickod (Hon); 5. Brian Sheperd (Kaw).
125 NOV: 1. Mike Cinqmars (Hon); 2. Chris Neitzel (Kaw); 3. Adam Pierce (Kaw); 4. Keny Terracciano (Hon); 5. Greg Andrew (Suz).
125 INT: 1. Erick Vallejo (Kaw); 2. Loren Jenkins (Hon); 3. Kenny Miller (Suz).
125 PRO: 1. Travis Preston (Suz).
250 BEG: 1. John Clark (Suz); 2. Jason Lauther (Yam); 3. Dave Nelson (Hon); 4. Robert Chavez (Kaw); 5. Ian Shippen (Hon).
500 BEG: 1. Brian Palmer (Kaw).
250 NOV: 1. Tony Green (Kaw); 2. Paul Gilmartin (Hon); 3. Ryan Pudley (Kaw); 4. Earl Cole (Yam); 5. Jason Pridmore (Hon).
250 INT: 1. Robbie Dunham (Yam); 2. Mike Collier (Kaw); 3. Mike Laughlin (Hon); 4. Nick Mairose (Suz).
250 PRO: 1. Ty Kady (Suz); 2. Tim Telford (Yam); 3. Mouse McCoy (Hon); 4. Brian Varus (Kaw); 5. Tracy Asher (Suz).
500 BEG: 1. Derek Howard (Kaw).
500 NOV: 1. Jon Hall (Hon).
JR VET BEG: 1. Mark Granberg (Kaw); 2. Myke Strafford; 3. Nick Waters (Suz); 4. Tony Rodrigues (Kaw); 5. Philip Kuhn (Yam).
JR VET NOV: 1. Scott Pemberton (Yam); 2. Mark Brooks (Suz); 3. Alan Kent (Yam); 4. Jason Pridmore (Hon); 5. Randy Wilkins (KTM).
JR VET INT: 1. Mike Laughlin (Hon).
JR VET EX: 1. Tim Telford (Yam); 2. Keith O'Neal (Hon).
VET BEG: 1. Bob Baron (Hon); 2. Clay Friedman (Hon); 3. Bob Hermanson (Hon); 4. Kevin Wing (Yam); 5. Robert Chavez (Kaw).
VET NOV: 1. Don Biava (Hon); 2. David Simon (Kaw); 3. Scott Nolind (Hon); 4. Mike Dunlop (Kaw); 5. Chris Bergstrom (Yam).
VET INT: 1. Brian Rebshaw (Kaw); 2. Mike Gosselaar (Hon); 3. Frank Costanzo (Hon); 4. James Coppedge; 5. Pete Vetrano (Hus).
VET EX: 1. Brad McLeod (Hon); 2. Leo Saul (Yam); 3. Randy Tiftlemier (Suz).
SR BEG: 1. Ruthann Renaux (Hon); 2. Larry Kirsch (Hon).
VET SR NOV: 1. Rick Early (Hon); 2. Michael Burnett (Suz); 3. Robert Linville (Suz).
VET SR INT: 1. Monte Pritcheft (KTM).
VET SR EX: 1. Terry Davis (Kaw); 2. Gary Doggett (Hon); 3. Jim Latendresse (Hon); 4. Bill Carr (Yam); 5. Steve Clark (Kaw).
VINT: 1. Kelly Owen (CZ); 2. Tim Pfutzenreuter (Hon); 3. Kevin Curry (CZ); 4. Craig Miles (Hon); 5. Rick Crossman (Hon).
DECADE: 1. Monte Pritcheft (Hon).

Krause quick at Dirt Diggers Winter Hare Hare Scrambles

By Matt Freeman

RED MOUNTAIN, CA, DEC. 11

Paul Krause and his KX500 sailed to an easy win at the Dirt Diggers M.C. Winter Hare hare scrambles at the Red Mountain OHV area.

The eighth annual Winter Hare, which is traditionally held under moist conditions, was the last event of the year for the AMA District 37 racing series. Nearly 250 riders showed up to battle the dust and to collect crucial, year-end points.

The Dirt Diggers laid out a 34-mile loop that covered hills, rocks, high-speed roads, sand washes and lots of virgin terrain. Dust turned out to be a major factor in the event also.

"We get rain almost every year for our race," said Tom Hammond, the club president. "I was hoping for more than just some sprinkles last night, but I guess not."

At the start, Krause and his Kawasaki teammate Rex Staten crested the top of the mile-long uphill bomb running neck and neck on their own separate trails. However, by the time the two hot lines filtered down to one, Krause was in front of the hard-charging Staten.

"I was right on Krause's rear wheel after the bomb," said Staten, who had already secured the District 37 number-one Vet plate in early November. Around the second check, Krause threw up a rock, and it broke my gas filter. My bike started bogging down, so I had to stop and cut the overflow hose from the gas tank and use it as a gas line. Six or seven guys passed me while I was stopped."

One rider that passed Staten was RUTS/Rocket Rex Racing-backed Abe Baumann, who ironically was Staten's main competition for the Vet Open Expert class.

As Krause finished the first lap and left the pits to complete the second, he had opened up a one-minute lead over Baumann. In less than an hour Krause completed his second lap on the 34-mile loop, taking the win. The Team Green/Xtreme/Smith/Shoei/Maxima/Scotts/F&L/FMF/Sidi/PowerBar/Bridgestone/Tsubaki/Sunstar/IMS/Ceet-sponsored rider finished the 68-mile race in just under an hour and a half with no setbacks.

"I was first at the bomb and had a really good day," said the hardly fatigued Krause after the finish. "I had a great pit, and my bike worked super. The course was really fast and dusty, but well marked."

Unofficial Results

O/A: 1. Paul Krause (Kaw); 2. Abe Baumann (Kaw); 3. Ron Bragdon (Hon); 4. James Summers (Yam); 5. Jon Parks (Hon).

Windham wanders to Swan Motocross win

By Kat Spann

TYLER, TX, NOV. 27

Team Yamaha rider Kevin Windham borrowed a new YZ250 and dominated the 250cc Expert class during the sixth annual Thanksgiving Fest MX at Swan Cycle Park.

Windham had not yet received his factory YZ250, so Pete Watson of Broadway Yamaha in Tyler, Texas, brought out a new YZ250 for Windham to compete on.

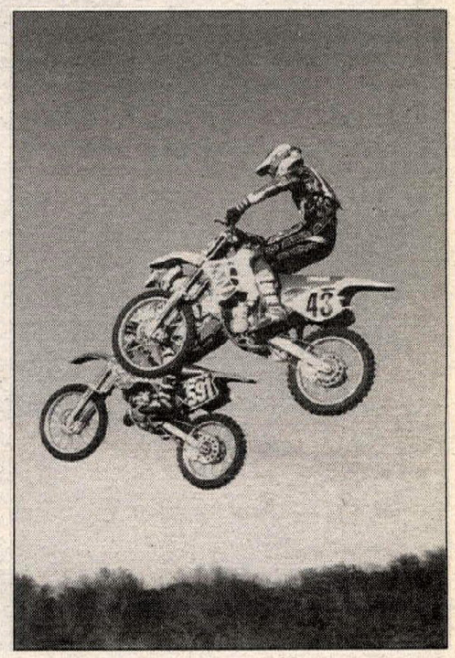
The first moto of the 250cc Expert class came in early in the day's program. Billy Whitley grabbed the holeshot, while the Yamaha/Axo/Maxima/Dunlop-backed Windham followed him into the first turn. Windham passed Whitley by the end of the first lap and led the race to the checkered flag, followed by Whitley, Billy Akers and Roy Schellenberger.

Moto two saw Windham grab the holeshot, but a miscue on lap two handed the lead over to Dennis Hawthorne. Windham retook the lead on the third lap and held it to the end, entertaining the crowded spectator field with stylish, 90-foot jumps over both the tunnel jump and Trey's Tabletop.

Whitley met his demise early in the race and bowed out at the finish line, while Akers took over the number two spot for good. Hawthorne took the checkered flag third, followed by Brad Woolsey and Jeff Schwirtz.

I've always been at the Winter Olympics in the years and past and missed this happening," Windham said. "I'd especially like to thank Pete Watson of Broadway Yamaha for bringing out the new YZ250 for me to compete in the 250cc Expert class, since I don't have mine yet."

Windham also scored 1-1 finishes in the 125cc Expert class, keeping his record perfect on the day.



(Above) Team Green's Paul Krause powers under a bridge on his way to the overall victory in the Dirt Diggers Winter Hare HS at the Red Mountain OHV area. (Right) Team Yamaha's Kevin Windham made his new employers proud by taking both Expert class victories at Swan MX.

Results

50: 1. Jonathan Kerr (Yam); 2. Brandon Thompson (Yam); 3. Andrew Jansing (Yam); 4. Terry Struhall (Itj); 5. Adam Reson (Yam).
60: 1. Chase Reed (Kaw); 2. Matthew Pullen (Kaw); 3. Danny Waldrop Jr. (Kaw); 4. Matt Hunter (Kaw); 5. Cody Dickey (Kaw).
80 BEG: 1. Patrick Wright (Kaw); 2. B.J. Barnhart (Yam); 3. Keith Robertson (Kaw); 4. Jeff Morales (Yam); 5. Nathan Beltz (Kaw).
80 JR (7-11): 1. Chase Reed (Kaw); 2. Dusty Fountain (Kaw); 3. Eric Hodge (Kaw); 4. Matt Hunter (Kaw); 5. Danny Waldrop (Kaw).
80 SR (12-13): 1. Beau Boynton (Kaw); 2. Damon Francois (Kaw); 3. Chase Reed (Kaw); 4. Mark Thompson (Suz); 5. Andre Johnson (Suz).
80 SR (14-16): 1. Michael McAnnelly (Kaw); 2. Andre Johnson (Suz); 3. Tracy Cherveny (Suz); 4. Chris Smith (Yam); 5. Zack Christian (Suz).
80 OPEN: 1. Michael McAnnelly (Kaw); 2. Damon Francois (Kaw); 3. Chase Reed (Kaw); 4. Mark Thompson (Suz); 5. Andre Johnson (Suz).
125 BEG: 1. Tracy Cherveny (Kaw); 2. Mike Pausina (Suz); 3. Randy Lentoine (Kaw); 4. Cord Lee (Kaw); 5. Charlie Pausina (Suz).
125 NOV: 1. Jesus Marquez (Kaw); 2. Blair Lively (Hon); 3. Jeff Griggs (Kaw); 4. Daniel Patton (Kaw); 5. Alan Trammell (Hon).
125 INT: 1. Jason Eckhoff (Suz); 2. Mike Boliver (Kaw); 3. Sprint Haynes (Hon); 4. Johnny David (Kaw); 5. Jay Grimm (Suz).
125 OPEN: 1. Johnny David (Kaw); 2. Jesus Marquez (Kaw); 3. Jay Grimm (Suz); 4. Ben Gary (Yam); 5. Shawn Smith (Hon).
125 EX: 1. Kevin Windham (Yam); 2. Billy Whitley (Kaw); 3. Billy Akers (Kaw); 4. Brad Woolsey (Kaw); 5. Trey Owens (Yam).
250 OPEN BEG: 1. Jeremy Loggins (Suz); 2. Mike Ray (Yam); 3. Bryan Fajkus (Hon); 4. Greg Hern (Kaw); 5. Mark Caskey (Yam).
250 NOV: 1. John Sheffield (Yam); 2. Paul Bryant (Hon); 3. Todd Watson (Hon); 4. Keith Beaty (Kaw); 5. Stephen Jones (Yam).
250 INT: 1. Sprint Haynes (Hon); 2. Jason Eckhoff (Suz); 3. Kristy Shealy (Kaw); 4. Travis Spann (Suz); 5. Dee Wood (Kaw).
250 OPEN: 1. Sprint Haynes (Hon); 2. Craig Mayhan (Kaw); 3. Travis Spann (Suz); 4. Todd Kyser (Kaw); 5. Jody North (Kaw).
250/500 EX: 1. Kevin Windham (Yam); 2. Billy Akers (Kaw); 3. Dennis Hawthorne (Kaw); 4. Brad Woolsey (Kaw); 5. Kent Eliff (Kaw).
500 OPEN: 1. Jason Williams (Kaw); 2. Todd Perna (Hon); 3. Allan Reed (Hon); 4. James Stainton; 5. Kelly Fleetwood (Kaw).
0-25 NOV: 1. Chris Stitham (Kaw); 2. Alan Trammell (Hon); 3. Jeff Caldwell (Kaw); 4. Sean Knaack (Kaw); 5. Lorenz Wilkinson (Suz).
0-25 EX: 1. Dennis Hawthorne (Kaw); 2. Bobby Handy (Suz); 3. Kent Elliff (Kaw).
0-30 NOV: 1. Chris Stitham (Kaw); 2. Jeff Caldwell (Kaw); 3. Scott Isbell (Yam); 4. Mike Haynes (Suz); 5. James Taylor (Yam).
0-30 INT: 1. Steve Ashcraft (Yam); 2. Todd Watson (Hon); 3. Tom Arthur (Kaw); 4. Kevin Sehburne (Yam); 5. Hank Hodes (Kaw).
0-30 EX: 1. Dennis Hawthorne (Kaw); 2. Bobby Handy (Suz); 3. Ray Burgess (Kaw); 4. Dave Alsobrook (Kaw); 5. Chris Pritchett (Hon).
40+: 1. Billy Smith (Hon); 2. Kinnie McGraw (KTM); 3. Tommy Gresham (KTM); 4. Mark Bates (Kaw); 5. Bill Fleming (Suz).

Summers rebounds at Hohenwald Hare Scramble

By Paul Michels

HOHENWALD, TN, DEC. 4

Multi-time National Champion Scott Summers - on the rebound from his unfortunate ISDE broken wrist - proved that he is back, with a win at the rainy, soggy but warm third round of the Mid-South Winter Series.

Steve Smith was first off the line, closely followed by the rest of the AA class. At the end of the first of four muddy laps, it was Summers, followed by four-time National Champion Terry Cunningham and Duane Conner. Last year's series champion, Robert Patterson, was fourth, with round-two winner Doug Jones rounding out the top five.

On the second lap, Summers stretched it out to about a four-minute lead over Yamaha riders Conner and Cunningham. Patterson was keeping pace until he smashed a radiator on a tree, ending his day. With a four-minute cushion, Summers elected to stop for clean goggles, gloves and gas at the end of three laps, as did the competition.

Summers cruised in with about a three and a half minute lead over his closest competition. "I had a good ride," said Summers. "Pretty much uneventful - just kept it twisted back."

The Cunningham/Conner battle was anything but uneventful, with the two swapping second and third back and forth all day. In the end, Cunningham came in a scant 15 seconds ahead. John Machine and Steve Smith followed to complete the top five overall.

Rick Miller returned to Vet B action with a win over series regulars John Broughton and Brian Brechi. Open B action saw Chris Beard outdistance the advances of Mark Hinkle in a race-long seesaw battle.

Tony Hendon returned to action in the Vet A class on a winning note over series competitors Scott Martin and Ken Satterfield.

Joey Still put in a stellar performance, being the only 125cc B rider to complete three laps under the slimy conditions.

Sara Arnold and Eileen Kallamer also deserve honorable mention for being the only two women to compete and finish at least one lap on the nine and one-half miles of the Black Forest, under swamp conditions.

Results

AA: 1. Scott Summers (Hon); 2. Terry Cunningham (Yam); 3. Duanne Conner (Yam); 4. John Maschino (KTM); 5. Stephen Smith (Kaw).
SR: 1. Paul Michels (ATK); 2. Ronnie Hackett (Suz); 3. Brad Renshaw (Yam); 4. Larry Still (Hon); 5. Sidney Robinson (Kaw).
4-STRK: 1. Cody Maxwell (Kaw); 2. Richard Lanning (Hon); 3. Greg Prince (Hon); 4. Dale Stallings (Suz); 5.Mike Smith (Hon).
250 A: 1. Steve Gordon (Kaw); 2. Todd Boone (Kaw); 3. Jared Smith (KTM); 4.Mark Kidwell (Yam); 5. David Mull (KTM).
125 B: 1. Joey Still (Kaw); 2. Woody Bramblett (Kaw); 3. Zachary Ivey (Hon); 4. Jeff Titzer (Suz); 5. Rannie Frost (Hon).
250 B: 1. Todd Wilson (Yam); 2. Chris Hicks (Kaw); 3. Robert Robinson (Kaw); 4. Brad Harrell (Hon); 5. Bob Ricketts (Kaw).
VET B: 1. Ricky Miller (Yam); 2. John Broughton (Hon); 3. Brian Breci (Yam); 4. Mike Stinson (Yam); 5. David Ridgeway (Suz).
OPEN A: 1. Harvey Whitaker (Hon); 2. Mark Thurman (KTM); 3. Phillip Barker (Hon); 4. Carl Ennis (Yam); 5. Rod Thurley (Hus).
S/SR: 1. Jason Dukes (Kaw); 2. John Giles (Yam); 3. Guy Anderson (Kaw); 4. Larry Hayes (Hus); 5. Mike Garrett (Hon).
200 A: 1. Shawn Belville (Yam); 2. Bill Short (Hon); 3. Chris McDonald (Kaw); 4. Taras Massey (Kaw); 5. John Lenard (Kaw).
VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. Kenny Satterfield (Kaw); 4. Barry Brazier (Yam); 5. Mack Stafford (Hon).
200 B: 1. Marty Stinnette (Kaw); 2. Thomas Campbell (Kaw); 3. Vance Rochelle (Kaw); 4. Clint Robinron (Kaw); 5. John Gordon (Kaw).
OPEN B: 1. Chris Beard (Hon); 2. Mark Hinkle (KTM); 3. David Kidwell (KTM); 4. Kevin Owen (Hon); 5. Jason Koonce (KTM).
L/W TRAIL: 1. Donnie Rogers (Suz); 2. Mark Akers (Kaw); 3. Rusty Rogers (Suz); 4. Scott Horn (Kaw); 5. Joel Byron (Hon).
H/W TRAIL: 1. Shane Gillespie (Yam); 2. Mark Phillips (Yam); 3. David Davis (Kaw); 4. Ken Host (Suz); 5. Mike Savage (Kaw).

(Top) Tony Amaradio was the cream of the crop in the Pro class at Carlsbad Raceway. (Above) Michael Pichon (101) made his debut at Perris Raceway a successful one by winning the 125cc Pro class.

Pichon captures Perris MX

By Tony Alessi

PERRIS, CA, DEC. 3

Only three days after Frenchman Michael Pichon came to America, he scored his first American race victory during round five of the GFI Dealers MX Series at Perris Raceway.

"He (Pichon) is overrated," said five-time World 500cc MX Champion Roger DeCoster during the morning practice. "A lot of people are comparing him to Bayle, but he is a long way from that speed."

DeCoster, who came with his son, Kitch, a 125cc beginner racer, may have changed his mind after viewing the first 125/250cc Pro race.

Pichon started the first Pro moto in about seventh place behind many top local pros, including Greg Schnell, Mike Chamberlain and moto leader Don Upton. Pichon picked off riders one at a time until there were none left to pass. Once into the lead, Pichon pulled away to a nine-second advantage, then went on to the checkered flag to the delight of his dad Allen and girlfriend Stephanie.

The next rider to cross the finish line was Chamberlain with Schnell and Upton rounding the top four.

The second moto saw Chamberlain out front for the first two laps before Pichon cut under him to take the lead. Like the first moto, Pichon put distance between himself and his pursuers at the rate of one second per lap until he was well out of sight. Pichon rode with a smoothness comparable to former supercross champion Jean-Michel Bayle en route to another Pro class victory.

Once again, Chamberlain was runner-up while Schnell, Upton and Linkogle completed the top five.

Speedway racer Randy Skinner took time out to do some cross-training on his motocross machine and topped the Vet Intermediate class. Skinner mixed it up with Tony Spear, Dave Ivory and Carl Gazafy during both motos, but in the end, Skinner found himself well out in front for a double moto sweep of the class.

Results

50 F/T: 1. Christopher Meltzer (Yam); 2. Justin Cason (Yam).
50 (4-6) STK: 1. Mike Alessi (Yam); 2. Jeff Alessi (Yam); 3. Cole Seely (KTM); 4. Bryan Minter (KTM); 5. Patrick Pennington (Itj).
50 (7-8) STK: 1. Hollis Lusk (Itj); 2. Ryan Piattoni (Yam).
50 OPEN: 1. Brody Bolling (Yam).
60 BEG: 1. Justin Munyon (Kaw); 2. Jeff Alessi (Kaw); 3. Braden Larson (Kaw); 4. Bruce Wilkinson (Kaw).
60 NOV: 1. Brock Bolling (Kaw); 2. Joe Hamilton (Kaw); 3. Nicholas Wells (Kaw); 4. Mike Alessi (Kaw).
60 OPEN: 1. Cale Wallace (Kaw); 2. Nick Alvarez (Kaw); 3. David Sullens (Kaw); 4. Daton Beavers (Kaw).
80 BEG: 1. David Sullins (Yam); 2. Brandon Staddan (Suz); 3. Derek Gibson (Yam); 4. Kane Thompson (Yam); 5. Taylor Nelson (Yam).
80 NOV: 1. Chris Rogers (Suz); 2. Dylan Lord (Hon); 3. Jason Ciarletta 5. Corey Daly (Yam).
80 INT: 1. Sean Hamblin (Yam); 2. Dustin Ryley (Yam).
125 BEG: Ryan Orr (Kaw); 2. Kevin Strikwerda (Kaw); 3. Mark Henderson (Kaw); 4. Justin Leeds (Yam); 5. Bryan Addison (Hon).
125 NOV: 1. Jason Medina (Suz); 2. Mike Todd (Yam); 3. Pete Roles (Suz); 4. Shane Bailey (Suz); 5. Bryon Cox (Hon).
125 INT: 1. Tim Beatty (Yam); 2. Jerry Aleman (Yam); 3. Mark Allen (Kaw); 4. Mike Battista (Suz); 5. Josh Borges (Yam).
125 PRO: 1. Michael Pichon (Kaw); 2. Greg Schnell (Suz); 3. Don Upton (Suz); 4. Jeff Tilton (Hon); 5. E.J. Wright (Hon).
250 BEG: 1. Nathan Perkins (Yam); 2. Tom Woodburn (Suz); 3. Martin Zoldano (Suz); 4. David Glynn (Hon).
250 NOV: 1. Pete Roles (Suz); 2. Kyle Baird (Suz).
250 INT: 1. Travis Roberson (Hon); 2. David McCown (Hon); 3. Joe Merriam (Hon); 4. Darin Green (Kaw).
250 PRO: 1. Mike Chamberlain (Kaw); 2. Larry Linkogle (Hon).
25+ BEG: 1. Darin Murdoch (Hon); 2. Jason Chism (Suz).
25+ NOV: 1. Steve Cordero (Suz); 2. Craig Boynton (Suz).
30+ NOV: 1. Gary Harada (Yam); 2. Charles Falk (Yam); 3. Scott Highland (Suz); 4. Henry Kokosenski (Hon); 5. Matt Nelson (Hon).
30+ BEG: 1. Victor Maynez (Hon); 2. Jim Blankenship (Hon); 3. Manny Dominquez III (Suz); 4. Mike Felten (Hon); 5. Tom Siddal (Suz).
30+ INT: 1. Loren Pochirowski (Hon); 2. David Ivory (Hon); 3. Willy Haney (Suz).
35+ NOV: 1. Ty Larson (Hon); 2. Chet Malito (Hon); 3. Greg Pagen (Hon).
35+ INT: 1. Randy Skinner (Suz); 2. Carl Gazafy (Hon); 3. Tony Parsons (Kaw); 4. David Ivory; 5. Gary Doggett (Hon).
40+ OPEN: 1. Brent Wallingsford (Kaw); 2. Randy Minter (Suz); 3. Carl Gazafy (Hon); 4. Bill Carr (Yam); 5. Gary Doggett (Hon).

Olson duo dominates Carlsbad Motocross

By Seymour Bettys

CARLSBAD, CA, DEC. 17

The father-and-son duo of Alan and Tim Olson wrapped up the Racing Enterprises Carlsbad MX season in winning fashion, as the pair won every moto in which they competed.

The elder Olson, a long-time fixture in the southern California MX scene, easily romped away with both moto wins in the 40+ Expert class aboard a Kawasaki KX250. Olson took command of both legs in the early stages and went on unchallenged throughout the eight-lap motos. Runner up in both motos was helmet painter George Kohler, who was able to outdistance Pro Valve's Nick Costello and White Bros.' Tom White, who battled over third. White got the nod over Costello in the first moto, but after tweaking on his suspension in between motos, Costello was able to find the extra edge needed to top White and earn third overall.

The younger Olson, meanwhile, made quick work of the 125cc Junior class. The Suzuki-mounted speedster ripped into the lead early in the first moto and after a brief battle with Honda-mounted Manny Arias, cruised across the finish line with the win. The second moto saw a start-to-finish romp by Olson, as he took the lead on the first lap and was never seriously challenged. John Nelson stayed within striking distance, but was forced to settle for second at the checkered flag. Eberly Surfboards-sponsored Colin Eberly earned second overall with consistent 3-3 moto finishes. Eberly looked hot in the second moto, but a low side in front of the main grand stands in the second moto took the wind out of his sails.

Results

80: 1. Brandon Hamlett (Kaw).
125 BEG: 1. Jeff Hain (Kaw); 2. Scott Rousseau (Yam); 3. Becky Kukla (Kaw); 4. John Moreno (Hon); 5. Art Hayashi (Suz).
125 JR: 1. Tim Olson (Suz); 2. Colin Eberly (Hon); 3. John Nelson (Hon); 4. Brad White (Kaw); 5. Manny Arias (Hon).
125 PRO: 1. Ty Kady (Suz); 2. Joe Tuttebone (Hon); 3. Angelo Ingrande (Hon).
250 BEG: 1. Mauro Moreno (Kaw); 2. Nick Kellbaugh (Hon); 3. Tyler Pilger (Yam); 4. Mark Heise (Hon); 5. Ole Bachman (Kaw).
250 JR: 1. Donn Maeda (Hon); 2. Jim Naegle (Kaw); 3. Darin Nishimura (Yam); 4. Forrest Hayashi (Suz); 5. Ron Stebe (Yam).
250 INT: 1. Lance Johnson (Yam); 2. Lor Riihimaki (Kaw).
250 PRO: 1. Tony Amaradio (Kaw).
+25 BEG: 1. Bob Morales (Kaw); 2. Nick Kelbaugh (Hon); 3. Dave Raffl (Kaw).
VET BEG: 1. Patrick Markham (Yam); 2. Rob "Fabio" Gladden (Hon); 3. James Myerson (Yam); 4. Rockey Goodell (Hon); 5. Marc Zwillinger (Yam).
VET JR: 1. Jim Naegle (Kaw); 2. Chris Jackson (Hon); 3. Jeff Van Camp (Yam); 4. Jeff Gray (Hon); 5. Frank Emerson (KTM).
VET INT: 1. Ty Swartz (Hon); 2. Brian Schmuckle (Hon); 3. Rich Boiteau (Hon); 4. Rob Wilshire (Hon); 5. James DeRidder (Yam).
VET PRO: 1. Willy Musgrave (Hon); 2. Vincent DeLuca (Hon).
+40 EX: 1. Alan Olson (Kaw); 2. George Kohler (KTM); 3. Nick Costello (Hon); 4. Tom White (Kaw); 5. Jody Weisel (Yam).
+50 EX: 1. Bengt Johansson (Yam); 2. Steve Bussell (Hon); 3. Horst Leitner (Hon); 4. Chuck Meinert (Hon).
OT INT: 1. Dennis Middleton (Hon); 2. Gary Scott (Hon); 3. Frank Hamlett (Hon); 4. Vern Buwala (Yam); 5. Tom Eberly (Hon).

Abbott rocks Rocky Point H&H

By Tony Tellier

SONOYTA, SONORA, MEX, DEC. 10

Destry Abbott demonstrated why he is now riding for Team Green as he smoked through the Sonoran sand to claim a victory over Gwin Vaughn and Todd Davis in the 150-mile, Sonoyta-to-Rocky Point desert race.

The 30-degree temperature in the morning had many riders shivering before the start, but Abbott and Davis heated up the rough, initial 30-mile loop around the granite mountain as Davis raced within several bike lengths of Abbott.

Abbott had to stop at the 20-mile point to open a gate, and Davis took full advantage to take lead into the pit. A Davis miscue on the return through the starting-line area gave Abbott a lead that he never forfeited. Abbott completed the 150-mile course in two hours, 45 minutes and 20 seconds and ran wide-open for scores of miles over the unsullied beach sands. Vaughn edged Davis by six seconds in spite of having barely recovered from a broken collarbone suffered less than two months prior.

Sporting a black eye suffered during the previous week's Laughlin Best in the Desert event, Abbott was ecstatic about his upcoming '95 season with Team Green. Abbott, the 1994 AMA 250cc Hare & Hound Champion and National #6, will ride on Kawsaki's 250cc A team in SCORE, AMA Hare & Hounds and Qualifiers, and in Best in the Desert events.

The Senior Expert race was literally a neck-and-neck challenge, as Kent Nichols and Tom Schmid traded the class lead several times, often running side by side. Schmid's 250 trailed Nichols' big-bore by some 50 yards at the flag.

Results

O/A: 1. Destry Abbott (Kaw); 2. Gwinn Vaughn (Hon); 3. Todd Davis (Kaw); 4. Matt Murphy (Hon); 5. Bryan Bruning (Yam).
PRO: 1. Destry Abbott (Kaw); 2. Todd Davis (Kaw); 3. Bryan Bruning (Yam); 4. Gary Wells (Hon).
EX: 1. Matt Murphy (Hon); 2. Cliff Hagan (Hon); 3. Parrish Traweek; 4. Steve Richards (Kaw); 5. John Waller (KTM).
SR PRO: 1. Gwin Vaughn; 2. Will Munday; 3. Jim Moore (Hon).
SR EX: 1. Kent Nichols (KTM); 2. Tom Schmid (Hon); 3. Bart Kellogg (KTM).
SR: 1. Bob Cunningham; 2. Terry Mell; 3. Davis Manis; 4. Joe Kohlbrecher.
S/SR: 1. Darrell Gates; 2. Gary Jensen (KTM); 3. Don Bull (Kaw); Joe Prosser (KTM); 5. Dal Langham.
WMN: 1. Kelly Yancey.
INT: 1. Taylor Yancey (KTM); 2. Neil Goodell (Hon); 3. Tim Hoban (Hon); 4. Richard Miller (Hon); 5. Bob Knapik (Kaw).
NOV: 1. Carlo Caya (Kaw); 2. Jim Connolly (KTM); 3. Jim Vesterdal (Hon); 4. Sam Robinson (Kaw); 5. Craig Bell (Kaw).
SPTSMN: 1. John Birkett; 2. Dan Reamsnyder; 3. Robbie Johnson Jr. (Hon); 4. Terry Fritz.
BEG: 1. David Odom (Hon); 2. David McDonald; 3. Doug McDonald; 4. David Parsons; 5. Carl Block (Yam).

Patterson blazes to AHRMA Regional title

By Harvey Mushman

SAN ANTONIO, TX, NOV. 20

Mike Patterson didn't let a minor setback - nearly burning his Honda CR125 Elsinore to the ground - hinder him from copping the AHRMA Southwestern Regional Championship in the 30+ Novice class during the final race of the fall series at Goodtimes MX Park.

Numerous titles were on the line and the battles went down to the final motos. Mark Raybon looked as though he would wrap up the 30+ Novice title when his arch rival and point leader Patterson's Honda caught fire on the starting line while waiting for the gate to drop. The machine blazed for at least 30 seconds, as everyone scattered fearing for their lives. The starter held up the event while Patterson dumped two square yards of dirt on the bike. Although he DNFed the first moto, Patterson raced the slightly charred Honda to a second-place finish in the final moto and earned enough points to take the title.

The 40+ Novice class had Lawrence Lucia and Bobby Guilbeau tied on points with Lucia getting the overall based on more first-place finishes. Terry Gerber took six wins in six tries to win the women's title.

The 250cc Expert and 30+ Expert classes went down to a last-moto face-off between Paul Burnett and Rick Humphreys. Burnett won both first motos, which left the title chase tied. Whomever won the second motos would win both titles. Humphreys dug deep to ward off the pain from last week's crash wounds and used his Vintage Husky-prepped 250CR to holeshot both starts and lead wire to wire to win both titles.

Results

125 NOV: 1. B. Gilbeau (Hon); 2. R. Dibrell (Kaw); 3. M. Patterson (Hon).
125 INT: 1. P. Baird (Hon); 2. D. Carter (Hon).
125 EX: 1. P. Burnett (Hon).
250 NOV: 1. B. Dibrell (Hon); 2. L. Lucia (CZ); 3. P. Grundy (Mon).
250 INT: 1. P. Beard (Yam).
250 EX: 1. R. Humphreys (Hus); 2. P. Burnett (Hon).
500 NOV: 1. D. Jarvis (Suz); 2. Q. Brift (Hus).
500 INT: 1. G. Wilmore (CZ).
30+ NOV: 1. R. Dibrell; 2. M. Raybon (Pen); 3. T. Forgue (Hon).
30+ EX: 1. R. Humphreys (Hus); 2. P. Burnett (Hon).
40+ NOV: 1. L. Lucia (CZ); 2. B. Guilbeau (Hus); 3. P. Grundy.
40+ INT: 1. G. Wilmore (CZ); 2. B. Davis (Yam); 3. R. Norris (Suz).
GP: 1. J. Ott (Hon).
WMN EX: 1. T. Gerber (Kaw).
Final Standings
125 NOV: 1. B. Guilbeau (Hon); 2. M. Patterson (Hon); 3. M. Underwood (Hon).
125 INT: 1. P. Baird (Hon); 2. G. Steinbeck (Hon); 3. D. Carter (Hon).
125 EX: 1. P. Burnett (Hon).
250 NOV: 1. L. Lucia (CZ); 2. P. Grundy (Mon); 3. B. Koauce (Hon).
250 INT: 1. R. Munson (Pen); 2. P. Baird (Yam); 3. R. Norris (Suz).
250 EX: 1. R. Humphreys (Hus); 2. P. Burnett (Hon).
500 NOV: 1. D. Jarvis (Kaw); 2. K. McGee (Hus); 3. Q. Britt (Hus).
500 INT: 1. G. Wilmore (CZ); 2. R. Norris (Suz); 3. S. Ligon (Hus).
0/30 NOV: 1. M. Patterson (Hon); 2. M. Raybon (Pen); 3. T. Forgue (Hon).
0/30 INT: 1. R. Munson (Pen).
0/40 NOV: 1. L. Lucia (CZ); 2. B. Guilbeau (Hus); 3. C. Adams (Hus).
0/40 INT: 1. G. Wilmore (CZ); 2. G. Steinbeck (Hon); 3. J. Taylor (Hon).
GP: 1. J. Ott (Hon); 2. R. Humphreys (Hus); 3. M. Lagaza (Mai).
WMN EX: 1. T. Gerber (Kaw).

Brown, Fisher storm Vancouver Short Track

By Clay Light

VANCOUVER, WA, DEC. 11

Oregonians Beau Brown and Rex Fisher stormed to impressive wins in their classes during the short track racing inside the confines of the Clark County Fairgrounds.

Brown, the winningest rider in the Northwest of late, won the 80 and 125cc A mains, while Fisher flew to a win in the Open Pro finale.

With the largest turnout of riders in the series to date, qualifiers were needed to trim several classes to 10 for their respective main events. Such was the case in 80cc action. Brown

and fellow Kawasaki rider Sean Light picked up qualifying wins, while Andy Crane, Cory Ferris and Matt Manning won in 250cc preliminaries.

Brown's lengthy win streak continued after he totally demolished the 80cc A main competition. Only a four-way battle for second between Matthew McCoy, polesitter Light, Timmy Ricketts and Scott Houseman kept things interesting in the 10-rider, 12-lap final. Ricketts got the edge for second, while McCoy edged Light in third. Houseman and Jacob Currey filled the top six.

Fisher, the National #12-plate holder, sat on the pole for the Open Pro main, and just as he did in qualifying, flew to an easy win for the top cash payoff. ATK rider Tom Young, who contested three classes, had a great battle with Mark Studebaker and Rotax rider Josh Currey. Currey crashed and made things easier for Young, who is best known for his off-road skills, to take second money a half-lap back of Fisher.

One of the closest races was the 250cc A main, which was a shootout between Yamaha riders Joe Lenz and Ferris. Ferris led the first eight laps on his 1975 Kenny Roberts YZ250B, but Lenz used lapped traffic to stick a wheel past for a win. Third went to polesitter Crane, while Manning, John Clemens and Dan Dickson followed.

Results

OPEN PRO: 1. Rex Fisher (Rtx); 2. Tom Young (ATK); 3. Mark Studebaker (Hon); 4. Josh Currey (Rtx); 5. Kenny McCann (Yam).

60 A: 1. Matt Houseman (Yam); 2. Kyle Helton (Kaw); 3. Joey Hazel (Kaw).

80 A: 1. Beau Brown (Kaw); 2.Timmy Ricketts (Hon); 3. Matthew McCoy (Yam); 4. Sean Light (Kaw); 5. Scott Houseman (Hon).

125 A: 1. Beau Brown (Kaw); 2. Mark Studebaker (Hon); 3. Matt Agard (Hon); 4. Steve Akin (Hon); 5. Matthew McCoy (Yam).

250 A: 1. Joe Lenz (Yam); 2. Cory Ferris (Yam); 3. Andy Crane (Hon); 4. Matt Lanning (Yam); 5. John Clemens (Yam).

OPEN A: 1. Tom Young (ATK); 2. Kenny McGann (Yam); 3. Mark McCauic (Hon); 4. Allen Morinville (Hon); 5. Josh Currey (Rtx).

30+ A: 1. Dan Kirk (Hon); 2. Tom Young (ATK); 3. Chuck Hodson (Tri); 4. Kenny McCann (Yam); 5. Andy Crane (Hon)

Preston pretty fast at Edwards Motocross

By Greg Robertson

EDWARDS A.F.B., CA, DEC. 4

Desert Wheels M.C. played host to the California Racing Club as the first round of the annual Trophy Series got started on the power-sapping sand track located at Edwards Air Force Base.

Travis Preston and Bill Sauro each nabbed a 250cc Pro moto win with Preston topping the second moto to take home the largest wad of cash.

Preston edged out David Germain and Erik Lindstrom as moto one began. Both Germain and Lindstrom fell victim to the charge of Sauro by the completion of lap one. Tim Telford followed suit and also got around Germain and Lindstrom to control third place a short time later.

A slight miscue by Preston on an uphill step-up jump cost him the lead when he got a little too sideways upon landing and went down. Preston quickly recovered to hold on to second ahead of Telford. Tony Sulek made his way past Lindstrom at the midway point to hold down fourth place.

It took Preston about a lap to reel in Sauro and start applying pressure, but Sauro managed to keep Preston at bay for the exciting first-moto win. Telford finished a comfortable margin ahead of Sulek in third.

Preston knew what he had to do, and grabbed the second-moto holeshot. Sauro was running a close second with Lindstrom and Telford in tow. Sauro tried to stick a wheel in under Preston a few times, but Preston turned up the wick and pulled out a three-second advantage that he would maintain until the finish. Sauro would have to settle for second ahead of Telford, who ran a lonely third

The FMF/PowerBar/O'Neal-sponsored Preston was even more impressive in the 125cc Pro class. After jumping to early leads in both motos, Preston danced his RM125 across the sand to a couple of commanding leads by the time the checkers fell.

Travis Preston negotiated the tough sand at Los Angeles County Raceway and came away with the 250cc Pro class win during CRC motocross action.

Results

P/W B-2: 1. Dennis Howell (Yam); 2. Tanner Alexander (Yam); 3. Bryce Terzian (Suz).

P/W B-1: 1. Matt Contereas (KTM); 2. Tate Misiaszek (Yam); 3. Travis Barden (Yam); 4. Timmy McDaniel (Yam).

P/W A: 1. Jared Tebo (Yam); 2. Ricky Hemme (Yam); 3. Ryan Roybal (Yam); 4. Aron Boy Tomata (PAX); 5. Charles Messer (Yam).

60 BEG: 1. Ryan Roybal (Kaw); 2. Bo Williams (Kaw); 3. Robert Seeds (Kaw).

60 (0-8): 1. Billy Bloom (Kaw); 2. Ricky Oliver (Kaw); 3. Vincent Rhoads (Kaw); 4. Ricky Hemme (Kaw).

60 (9-11): 1. Daryl Ecklund (Kaw); 2. Kit Kunath (Kaw); 3. Gerard Patin (Kaw); 4. Anthony Barbacovi (Kaw); 5. Johnathan Newman (Kaw).

80 BEG: 1. Danny Nausha (Hon); 2. Louie Ramirez (Yam); 3. Terminator Garcia (Suz); 4. J.C. Abbott; 5. Miles Buck (Kaw).

80 (7-11): 1. Shane Smith (Suz); 2. Daryl Ecklund (Suz); 3. Gerard Patin (Yam); 4. Blake Mitchell (Suz).

80 (12-13): 1. Michael Young (Hon); 2. Bryan McGavran (Yam); 3. J.J. Bonnano (Yam); 4. Justin Kornoff (Hon); 5. Chaz Smith (Yam).

80 (14-16): 1. Brian Sweany (Yam); 2. Dusty Walters (Yam); 3. Oscar Valdez (Yam); 4. Chris Thompson (Suz); 5. Scott Priputen (Yam).

125 BEG: 1. Brian Miller (Suz); 2. Shawn Haywood (Kaw); 3. James Newman (Kaw); 4. Dave Pedraw (Kaw); 5. Travis Smith (Yam).

125 NOV: 1. Greg Andrew (Suz); 2. Keny Terracciano (Hon); 3. Jimmy Knight (Hon); 4. Chris Neitzel (Suz); 5. Kevin Tarwater (Suz).

125 INT: 1. Loren Jenkins (Hon); 2. Brian Sweany (Kaw); 3. Lanny Turner.

125 PRO: 1. Travis Preston (Suz); 2. Bill Sauro (Hon); 3. Erik Lindstrom (Hon); 4. Mark Easley (Yam); 5. Tracy Asher (Suz).

250 BEG: 1. Dave Nelson (Hon); 2. Gordon Taylor (Kaw); 3. Shane Metter (Kaw); 4. Andy Metter (Hon); 5. William Potts (Suz).

250 INT: 1. Jeff Barbacovi (Yam); 2. Nick Mairose (Suz); 3. Ken Reed (Kaw); 4. Darren Elliott (Hon); 5. Mike Gallegos (Hon).

250 PRO: 1. Travis Preston (Yam); 2. Bill Sauro (Hon); 3. Tim Telford (Yam); 4. Tony Sulek (Kaw); 5. Erik Lindstrom (Hon).

500 NOV: 1. Jon Hall (Hon).

500 INT: 1. Sean Bradley.

JR VET BEG: 1. Brian Miller (Suz); 2. Mike Johnson (Suz); 3. Gabi Abayou (Hon); 4. Bob Hausman (Hon); 5. Craig Wirths (Yam).

JR VET NOV: 1. Chris Alvarado (Hon); 2. Jeff Finch (Suz); 3. Tim Konkol (Yam); 4. Andy Payne (Kaw); 5. J. Ercikson (Hon).

JR VET INT: 1. John Keffer (Yam); 2. Jeff Hall (Suz).

JR VET EX: 1. Tim Telford (Yam); 2. Darrin Elliott (Hon).

VET BEG: 1. Bob Hermanson (Hon); 2. Steve Matson (Yam); 3. Roger Dallan (Hon); 4. Danny Padilla (Hon); 5. Tom Patton (Yam).

VET NOV: 1. Steve Williams (KTM); 2. Pete Jenkins (Hon); 3. Ed Eckert (Yam); 4. David Aloisio (Hon); 5. Frank Costanzo (Hon).

VET INT: 1. Merle Hammer (Yam); 2. Rob Engel (Yam); 3. Joel Harriott (Yam); 4. Gabe Mendez (Hon); 5. Eric Casas (Hon).

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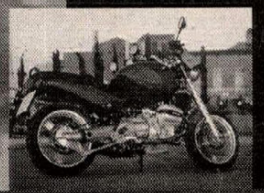

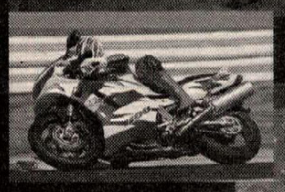

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Greg Schnell (2), Don Upton (89), Michael Pichon (101) and David Pingree (41) argue over the 125cc Pro right-of-way into turn one at Perris Raceway. Schnell topped the class.

VET EX: 1. Scotty Walker (Suz); 2. Jeff Black (Suz); 3. Jerome Gibson (Hon); 4. Randy Tittlemier (Suz); 5. Leo Saul (Yam).

SR BEG: 1. Ruthan Renaux (Hon).

SR EX: 1. Bob Dunham (Yam).

O/T AM: 1. Bob Lucas (Kaw); 2. Fred Kalmick (Kaw); 3. Britt Wuest (Hon); 4. Charles Watanabe (Hon); 5. David Burson (Suz).

O/T EX: 1. Keith Phillips (Kaw); 2. Bob Sherred (Yam); 3. Richard Bealer (Yam); 4. Hal Grady (Hon); 5. Al Smith (Yam).

O/T MSTR: 1. Scott Freeman (Hon); 2. Bill Carr (Yam); 3. Tommy Pearl (Hon); 4. Mike Chesbro (Hon); 5. Bob Millner (Hon).

Schnell sizzles at Perris MX

By Tony Alessi

PERRIS, CA, DEC. 10

Greg Schnell topped an all-star field of pro riders during the final round of the GFI "Dealers Series" at Perris Raceway.

Suzuki support rider Schnell pulled the holeshot in the opening 125cc Pro race with SplitFire/Pro Circuit-backed Dave Pingree hot on his heels in second.

Frenchman and heavy favorite Michael Pichon had problems at the start and rounded the first turn outside the top 10. Also suffering a poor start was former top-ranked amateur rider Kevin Windham, who circled the first lap in 14th position.

As the race progressed, both Schnell and Pingree pulled away from the pack and engaged in a private battle for the lead. Pichon eventually worked up to third but was 14 seconds behind the leaders.

Windham appeared to be having difficulty adjusting to his new Yamahas and slid out in the back section of the race track. He would remount and race back to finish a disappointing seventh by the end of the moto.

Meanwhile, Schnell eventually broke free from Pingree and opened a safe margin, which he maintained for the first-moto win. Pingree crossed the finish line second, followed by Mike Chamberlain, Steve Antirich and Scott Sheak. Pichon fell victim to engine trouble late in the race and posted a DNF.

The second moto saw a repeat holeshot by Schnell while Pichon, Don Upton, Pingree and Moy Gandara funnelled in behind him. This time Schnell's lead was short-lived, as Pichon took over by lap two. From that point forward Pichon inched away to an eventual 10-second lead.

Windham was impressive in the second moto. After a ninth-place start, he passed a number of top riders en route to an eventual fourth-place finish. Windham was the only Pro rider to turn two off-camber jumps into one completely sideways double jump.

Pichon went on for an uncontested second-moto victory while Schnell, Pingree, Windham and Chamberlain rounded out the top five.

The 125cc Intermediate class featured a flood of former Mini Expert racers, including Jiri Dostal, Doug Parsons, Jerry Aleman, Josh Tarantino and Andy Harrington, mixing it up with the more established 125cc Intermediate riders, making for two excitement-filled races.

In the end, Veteran Intermediate racer Tyler King was the winner, while Dostal, Ryan Ragland, Harrington and Eric Schnell rounded the top five overall.

Results

50 (4-6) STK: 1. Dallas Peick (Yam); 2. Bryan Minter (KTM); 3. Jeff Alessi (Yam); 4. Ryan McClintock (Yam); 5. Cole Seely (KTM).

50 7-8 STK: 1. Gregory Jones (KTM); 2. Ryan Piattoni (Yam).

60 F/T: 1. Russell Kaufman (Kaw); 2. Tyler Jones (Kaw).

60 BEG: 1. Tommy Cochran (Kaw); 2. James Baker (Kaw); 3. Bruce Wilkinson (Kaw); 4. Giovanni Filippone (Kaw); 5. Jeff Alessi (Yam).

60 NOV: 1. Brock Bolling (Kaw); 2. Joe Hamilton (Kaw); 3. Scott Simon (Kaw); 4. Luis Jauregul (Kaw); 5. Nicholas Wells (Kaw).

60 OPEN: 1. Cale Wallace (Suz).

80 F/T: 1. Joshua Grant (Suz); 2. Gary Motshagen (Yam).

80 BEG: 1. Rod Hambry (Suz); 2. Kevin Gahan (Suz); 3. Brandon Stadden (Suz); 4. Sean Peer (Yam); 5. Cale Wallace (Suz).

80 NOV: 1. Dylan Lord (Hon); 2. Emitt Kling (Suz); 3. Chris Rogers (Suz).

80 INT: 1. Sean Hamblin (Yam); 2. Dustin Ryley (Yam).

125 BEG: 1. Mark Henderson (Kaw); 2. Ryan Orr (Kaw); 3. Kevin Strikwerda (Kaw); 4. Philip Marvin (Suz); 5. Justin Leeds (Hon).

125 NOV: 1. Josh Warner (Suz); 2. John Nelson (Hon); 3. Chuck Enscoe (Suz); 4. John Sanders (Suz); 5. Jason Coleman (Suz).

125 INT: 1. Tyler King (Suz); 2. Jiri Dostal (Suz); 3. Ryan Regland (Suz); 4. Andy Harrington (Kaw); 5. Eric Schnell (Suz).

125 PRO: 1. Greg Schnell (Suz); 2. David Pingree (Kaw); 3. Mike Chamberlain (Kaw); 4. Kevin Windham (Yam); 5. Don Upton (Suz).

250 BEG: 1. David Glynn (Hon).

250 NOV: 1. Paul Kellen (Yam); 2. Acekay Tomita (Suz); 3. Kyle Baird (Suz).

250 INT: 1. Joe Ryan (Suz); 2. Mike Kadleck (Suz); 3. Ryan Ragland (Suz); 4. Cole Gress (Suz); 5. David McCown (Hon).

250 PRO: 1. Pedro Gonzalez (Yam); 2. Larry Linkogle (Hon); 3. Travis Preston (Suz); 4. Mike Chamberlain (Kaw); 5. Steve Drew (Suz).

25+ BEG: 1. Scotty Larson (Suz); 2. Jeffrey Paul (Suz); 3. Jason Chism (Suz).

25+ NOV: 1. Paul Kellen (Yam); 2. Dan Farrar (Suz); 3. Jon Nixon (Kaw).

25+ INT: 1. Malcolm Watson (Suz); 2. Loren Pochirowski (Hon).

30+ BEG: 1. Frank Emerson (KTM); 2. Jeff White (Hon); 3. Michael Boyer (Hon); 4. Tim Siddall (Suz); 5. Ole Bachman (Kaw).

30+ NOV: 1. C.T. Falk (Yam); 2. Matt Nelson (Hon); 3. Bill Reimer (Yam); 4. Mark Sandzimier (Kaw); 5. Gary Harada.

30+ INT: 1. Loren Pochirowski (Hon); 2. Randy Skinner (Suz); 3. Marc Crosby; 4. James DeRidder (Yam); 5. Steve Piattoni.

30+ PRO: 1. Willy Musgrave (Hon).

35+ NOV: 1. Dave Simon (Kaw); 2. Toby Taki (Kaw); 3. Dan McClintock (Yam).

35+ INT: 1. Gary Jones (Yam); 2. Alan Olson (Suz); 3. Marc Crosby (Kaw); 4. George Kohler (Hon); 5. Tony Parsons (Kaw).

40+ NOV: 1. John Flanders (Hon).

40+ OPEN: 1. Gary Jones (Hon); 2. Alan Olson (Yam); 3. Tony Parsons (Kaw); 4. Ray Pisarski (Hon); 5. George Kohler (Suz).

Beyer best at Metrodome indoor Short Track

By Tim McBride

MINNEAPOLIS, MN, DEC. 3

Suburban Motors H-D/Bell/Motion Pro/K&N/Oury Grips/Wayne Houpt/Midwestern Anodizing/Horsepower by Stan-sponsored Bret Beyer scored the win in the 600cc Pro class main event, as Burnsville Yamaha and G.P. Promotions combined their efforts to bring indoor flat track racing to the Hubert H. Humphrey Metrodome.

With a total of 335 class entrants, 81 preliminary races were run to decide the race order for the finals. Unfortunately, the program ran past its allotted time limit, and the races had to be cancelled.

Riders in most classes received awards by virtue of their heat race results, but three classes were selected to run finals along with the following evening's Monster Truck show.

Bob Ybema was out front at the start of the 600cc Pro main event, but a crash involving Wild Card Pro class entrant J.R. Schnabel and Mark Kornely brought out the red flag. Beyer made the most of the restart and grabbed the holeshot ahead of Schnabel, Durelle, Eric Brouhard, Randy Triplett and the rest of the 10-man field. As the race unfolded, Beyer maintained a slight margin on his way to the checkered flag over the dice for second between Schnabel and Durelle.

Because the event was not AMA-sanctioned, 15-year-old Amateur Championship record holder, Schnabel, was given the opportunity to run against the Experts for the first time. The teenager displayed the poise of a veteran by edging Durelle for the runner-up position at race's end.

"I was going to try an outside line late in the race to see if I could catch Bret," said Schnabel. "I saw Davey out there and I thought I'd better settle for second."

Randy Triplett and Verdeen Langland filled out the top five spots.

The Pro Twin final was next to come to the line, and it was the Faribault Harley-Davidson/Reynolds Printing-supported XR750 entry of Billy Hoffmiester in control from start to finish. Perhaps the most popular race of the evening was the Micro Mini class. Tony Traxler jumped into the lead at the start but was chased down and passed by John Deotis on lap four. Deotis then went on to score the win by a few lengths ahead of Traxler.

Results

600 PRO: 1. Bret Beyer; 2. Glen Schnabel Jr; 3. Davey Durelle; 4. Randy Triplett; 5. Verdeen Langland.

PRO/TW: 1. Billy Hoffmiester; 2. J.R. Schnabel; 3. Dan Murre; 4. Steve Captain; 5. Eric Brouhard.

MICRO MINI: 1. John Deotis; 2. Tony Traxler; 3. Jesse Janisch; 4. Jacob Mataya; 5. Gerod Oliver.

Land leaps to victory in Clovis Motocross

By P.A. Johnson

Adam Land ignored the wind and put on his own air show as he rode to the win in the 250cc Pro class over Adam Montoya during round one of the Clovis Sportcycle Association's Winter Series at the Clovis Sportcycle facility.

Land, aboard his MM Honda/Sidewinder/Yoko/WD-40-backed CR250, awed spectators with massive clickers and flying Ws as he dominated both of the combined 250cc Pro/Intermediate motos.

In Intermediate action, Eric Breden bested R&S Kawasaki's Ryan Knoche to take wins in both the 125 and 250cc classes. Breden leads the five-race series, where the best four finishes count for series awards, and looks like the early favorite in the 125 and 250cc Intermediate classes.

Bullet Cycles-backed Sean Vilandry overcame poor starts in both motos to lead every lap en route to the 60cc B class win.

The biggest surprise of the day came in the second moto when seven-year-old Rusty Wells grabbed the holeshot. Wells held the lead until Vilandry and Nick Orona slipped past when Wells bobbled in a corner. Bullet Cycles-supported David Johnson managed to track Wells down on the last lap and make a pass to take third for the day.

Justin Jennings left his competition at the starting gate and never looked back as he scored impressive runaway wins in the 80cc Beginner class.

Results

250 PRO: 1. Adam Land (Hon); 2. Adam Montoya (Suz).

250 INT: 1. Eric Breden (Yam); 2. Ryan Knoche (Yam); 3. Chris Coleman (Hon).

250 NOV: 1. Robert Mohar (Yam); 2. Keith Ziruheld (Yam); 3. Ryan Goekler (Kaw); 4. Paul Johnson (Suz); 5. Michael Sobiak (Kaw).

125 PRO: 1. Adam Montoya (Yam).

125 INT: 1. Eric Breden (Yam); 2. Ryan Knoche (Kaw); 3. Jerrett Guillory (Hon); 4. Henry Orona (Suz); 5. James Wagner (Hon).

125 NOV: 1. Isaac Medina (Suz); 2. Keith Ziruheld (Yam); 3. Ryan Goekler (Kaw).

125 BEG: 1. James Wagner (Hon); 2. J.W. McCoy (Suz); 3. Kirk McGee (Yam); 4. Max Martinez (Yam).

30+: 1. Kevin Cardinal (Suz); 2. Tracy Womack (Suz); 3. Paul Johnson (Suz).

80 BEG: 1. Justin Jennings (Yam;) 2. Sean Vilandry (Yam); 3. Chip Armstrong (Hon); 4. Ian Johnson (Yam).

60 B: 1. Sean Vilandry (Kaw); 2. Nick Orona (Kaw); 3. David Johnson (Kaw); 4. Rusty Wells (Kaw).

OPEN: 1. John Creasy (Hon).

VINT: 1. Roy Sizemore (CZ).

WSMC
WILLOW SPRINGS MOTORCYCLE CLUB

ROAD-RACING ALL YEAR AT WILLOW SPRINGS

Race with WSMC on the 3rd Sunday of every month

Win a new TOYOTA pickup truck or a new open-class sportbike! Race in the **1995 TOYOTA CUP Unlimited Formula One** series at Willow Springs. Each F-1 event has cash payback to the top 10 finishers, plus the chance to win a truck or bike from WSMC. Race the revised Willow!

Road Race Events on: Jan. 14-15 Feb. 18-19 Mar. 18-19

Willow Springs International Raceway, Rosamond, CA - Tickets only $10.00 per person for both days (includes pit pass & parking), children 10 & under free!

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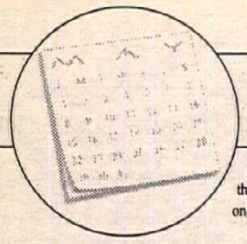
WSMC • P.O. Box 911, Rosamond, CA 93560-0911 • (805) 256-1234



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/16 Magny Cours, France, Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/3 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, FInland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, Fra., Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

U.S. Supercross Series
1/14/95 Orlando, FL
1/21 Minneapolis, MN
1/28 Anaheim, CA
2/4 Seattle, WA
2/11 San Diego, CA
2/25 Atlanta, GA
3/11 Daytona Beach, FL
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontiac, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

AMA 125/250cc Nat'l Championship MX Series
3/5/95 Gainesville, FL
5/7 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

C'ship Cup Pro-Am Series
Florida Region
2/4-5/95 Bloomingdale, GA
2/18-19 Palm Beach Gardens, FL
3/4-5 Daytona, FL
3/18-19 Palm Beach Gardens, FL
4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 BLoomingdale, GA
9/16-17 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
4/1-2 Topeka, KS
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region
2/4-5 Bloomingdale, GA
3/4-5 Daytona, FL
4/8-9 Bloomindale, GA
4/22-23 Talladega, AL
5/27-28 Bloomindale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/23-24 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/13-14 Topeka, KS
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
2/4-5 Bloomingdale, GA
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
1/28-29 Chandler, AZ
2/25-26 Las Vegas, NV
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

AMA Nat'l Championship Enduro Series
2/19 Coalinga, Rnd 1
2/26 Wickensburg, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/2 Navarro, Ca, Rnd 4
4/23 Forest Hill, LA, Rnd 5
5/7 Wellston, OH, Rnd 6
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
4/29-30 Crosbyton, TX, Rnd 1
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series
2/12 Hollister, CA, Rnd 1
4/9 Hurricane Mills, TN, Rnd 2
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
1/22 Lucerne, CA, Rnd 1
3/19 Murphy, ID, Rnd 2
4/8 Jericho, UT, Rnd 3
4/23 Lucerne, CA, Rnd 4
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Grand National Cross Country Series
3/7 Ocala, FL
3/26 Charlotte, NC
4/9 Hurrican Mills, TN
4/30 Brownsville, PA
5/21 Boyers, PA
6/4 Cadiz, OH
6/18 Elizabeth, WV
8/27 Millfield, OH
9/17 Fairmont, WV
10/1 Harrisburg, PA
10/15 Mt. Morris, PA
10/29 Crawfordsville, IN
Info 304/594-1157

AMA Championship Mid South Winter Hare Scrambles Series
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn Qualifying Series
Northeast Region
3/25-26 Danville, VA
4/1-2 Budds Creek, MD
4/8-9 Wallkill, NY
4/15 Hanover, PA
4/22-23 Delmont, PA
5/6-7 Southwick, MA
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

Southeast Region
3/19 Ocala, FL
4/25-26 Blountville, TN
4/1-2 Sanford, NC
4/29-30 Kingsport, TN
5/6-7 Roberta, GA
5/20-21 Christiana, TN
6/10-11 Amateur Regional Macon, GA
6/17-18 Youth Regional Reddick, FL

Southcentral Region
4/22 Tyler, TX
5/7 Albuquergue, NM
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional Tyler, TX

Southern Ca. Region
TBA Hollister, CA

JANUARY 10, 1995

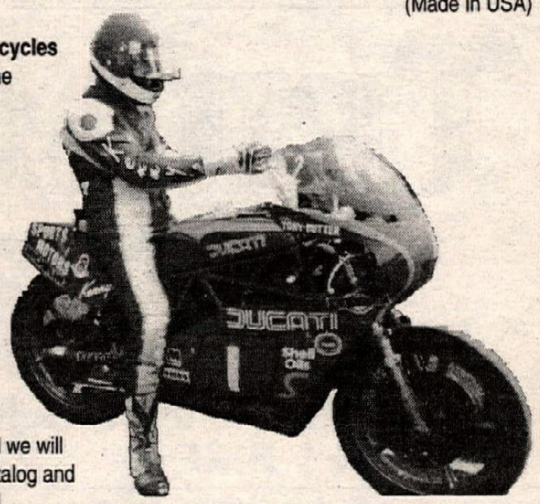
GRAND OPENING!!!

DUCATI Specialty Shop
Opening in Southern California
We carry DUCATI racing parts and OEM parts developed by Kenny's
We also carry Aluminum Machine Milled Harley Davidson parts
(Made In USA)

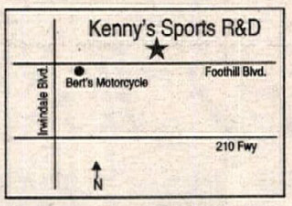
The **Kenny's** and **Sports Motorcycles** (G.B.) Racing Team have won the World Championship five Times with DUCATI Motorcycles.
Mike Hailwood in 1978 T.T. F1
Tony Rutter in 1981-1984 T.T.FII

Please join us, DUCATI entusiast! We are proud of our experience for over 20 years of DUCATI Racing and Special Parts Supply.

Mail in your DUCATI Motorcycle model and year information and we will mail you the up-to-date parts catalog and one sheet each of **Kenny's** and **Sports Motorcycles** sticker.



Tony Rutter at Isle of Man T.T. Race 1981
Won the T.T. FII



Hours: Tue-Sat 10:00-6:00
Closed Sun. & Mon.

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Tel: (818) 815-1126

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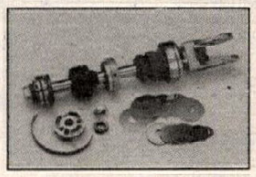
Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice. He is holding a three day seminar on the east and west coast, you can't afford to miss it.



Subjects Covered: Dirt & Pavement
- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Damping & Leverage Ratio Curves
- ▲ Hands-on Experience

(You'll receive a suspension manual and certificate of completion)

West Coast: January 28th-30th / East Coast: March 1st-2nd-3rd Tuition: $495.00

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Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK

TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM Racing
SATURDAY 9AM-1PM Saturday Night!
Located 3 Miles East Of I-215 On Ramona Expwy
At The Lake Perris Fairgrounds
For More Info (909) 943-4535 or (909) 657-8845

GFI RACING (909) 943-3302

Thurs., Jan. 5	Practice Day	Perris
Sun., Jan. 8	GFI South Winter Series - Rnd. 1*	Perris
	GFI North Winter Series - Rnd. 2	TBA
Thurs., Jan. 12	Practice Day	Perris
Sun., Jan. 15	GFI South Winter Series - Rnd. 2*	Perris

* - All Four Factory Contingency Programs Available

A RIDER FOR THE RIDERS

CRC California Race Schedule
100% PRO PAYBACK

Sun., Jan. 8	Happy New Year GP	L.A.C.R.
Sun., Jan. 15	CRC Motocross	Castaic
Sun., Jan. 22	CRC Motocross	L.A.C.R.
Sun., Jan. 29	CRC Gran Prix	Sunrise
Sun., Feb. 5	CRC Motocross	L.A.C.R.
Sun., Feb. 12	CRC Motocross	Castaic

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

Want Ad information · (310) 427-7433

SRA GP California Schedule

Members		Non Members
	"GRAND PRIX"	
	Sunday, January 15, 1995 - Glen Helen	

Info (714) 957-2985

CYCLE MADNESS
February 10-12
Motorcycle Show • Custom Bike Show
Eastwood Expo Center, Niles, OH
INFO: (216)824-2287

Grand Re-Opening

Check out the hot new 1995 KTM line!

Jan. 14

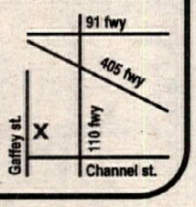
Check out the new 1995 apparel from Thor • Moose • AXO MSR • Sidi • Alpinestar

- KTM's Greg Zitterkopf
- Autographs from 10 am - 1pm
- FMF factory representatives
- KTM factory representatives
- FREE food and beverages all day
- Open 9am - 5pm on Saturday
- Door Prizes!

CYCLE SERVICE RACING

- Tires 15% off
- Riding apparel 20% off
- Boots 15% off
- Watercraft accessories 20% off

KTM MOTORCYCLES FMF



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TRIUMPH of Seattle

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Models in Stock Now!!

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GLEN HELEN

EVENT CALENDAR

Sun., Jan. 8	Double Cross GP Gates Open 6:30am
Thurs., Jan. 12	MX Practice on National & Vintage Tracks 8:00am till dusk
Sat., Jan. 14	MX Practice on National & Vintage Tracks 8:00am till noon
Sun., Jan. 15	SRA GP & Cal-Zona Vintage MX Gates Open 6:30am
Thurs., Jan. 19	MX Practice on National & Vintage Tracks 8:00 till dusk
Sat., Jan. 21	MX Practice on National & Vintage Tracks 8:00am till noon
Sun., Jan. 22	GFI Winter Series MX Gates Open 6:30am

WHAT'S HAPPENING JANUARY 15
SRA GP & CAL-ZONA VINTAGE MX

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

INDOOR SHORT TRACK MOTORCYCLE RACES

New, larger racing surface

The Fastest Indoor...
- PROS
- EXPERTS
- AMATEURS
- VINTAGE

Practice & Rider Clinic Each Friday

Large Cash Purse

Jan. 7, 14, 21, 1995

Rider Sign Up 3:00
Practice 5:00
Race Begins 7:00

All interested quad riders call for info

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Orange County Fair Arena- Middletown, New York
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914/733-1322 914/457-1221

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A BRAND NEW 883 FLAT TRACK RACER REPLICA!

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PROCEEDS TO BENEFIT INJURED RACER #65

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$10.00 per entry - Drawing Daytona Bike Week 1995

Winner need not be present

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City/State/Zip: ----------
Telephone: ----------

Further Information: 310-427-7433 or 1-800-243-8645

County of Santa Clara, CA
MOTORCYCLE PARK
UPCOMING EVENTS

Metcalf Cross-Country Marathon Series

Sunday, January 8, 1995
Sunday, January 29, 1995

Races for Beginner/Novice and Intermediate/Pro
Info: Greg Scheid & Associates (408) 972-8063

Constant-Flow MX Track Watering System Due For Completetion In December 1994!

- *600 acres containing over 28 miles of beginner to advanced trails.*
- *Newly designed MX track - groomed & watered.*
- *Novice/beginner motocross and oval tracks.*
- *Two combined motorcycle and ATV tracks.*
- *Paved parking and shaded picnic sites.*
- *Park visitor center with exhibits and replacement parts sales.*

For more information call: (408) 972-0810

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Northwest Region
TBA Clarks Branch, OR

Mideast Region
4/8-9 Mitchell, IN
4/15-16 Milifield, OH
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional Buchanan, MI
6/24-25 Amateur Regional N. Webster, IN

Northcentral Region
3/25-26 Kahoka, MO
4/1-2 Casey, IL
4/8-9 Lowes, KY
4/22-23 Hoopeston, IL
5/6-7 Lake Geneva, WI
TBA Great Bend, KS
6/17-18 Amateur Regional Lowes, KY
6/24-25 Youth Regional Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

AHRMA Historic Cup Series
3/2-3 Pooler, GA
3/6-7 Daytona Beach, FL
4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/7-8 Philadelphia, PA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
4/2-3 Pooler, GA
4/6-7 Daytona, FL
4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6.23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/4 Ocala, FL
4/23 Brentwood, CA
5.6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/5 Daytona Beach, FL
5/19 Odessa, MI
6/10 Budds Creek, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/12 Linnville, OH
8/26 Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Series
3/9 Ocala, FL
4/22 Brentwood, CA
5/21 Grattan, MI
7/2 Peoria, IL
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

SETRA C'ship Enduro Series
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

Eastern C'ship Enduro Series
1/29 Wedgefield, SC
3/26 Lenior, NC
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

Golden Crown of Baja Off Road Desert Series
12/16-17 San Luis G.P. San Luis, Rio Colorado, Mex.
2/3-5/95 Gran Carrera de Mexicali Mexicali, B.C., Mex.
5/26-28 Gran Carrera de Tecate Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora San Luis Rio Colorado, Sonora, Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
3/3-4 Mexicali G.P. Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P. San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
9/1-2 Tecate G.P. Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
Info 818/340-5750

Florida Trials Assoc. Championship Series
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

NMA World Mini Grand Prix
4/21-23 Las Vegas, NV
Info 909/657-6782

NMA Grand National C'ships
8/1-5 Ponca City, OK
Info 909/657-6782

MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Florida Winter Series
1/7-8 Ocala, FL
1/21-22 Dade City, FL
1/28-29 Gainesville, FL

AMA Nat'l Arenacross Series
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

WSMC Road Race Series
1/14-15/95 Rosamond, CA
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

Motor Sports of America Short Track Championship Series
1/14/95 Casper, WY
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA Dual Sport Trail Ride Series
4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
1/7-8/95 Palm Springs, CA
1/21-22 Ridgecrest, CA
2/12 San Luis Obispo, CA
2/18-19 Las Vegas, NV
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
*National Trail Ride event
Info 818/249-2141

Appalachian Dual Sport Series
4/1-2 Hurrican Hills, TN
5/6-7 Renfrew, Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

CMC Golden State MX Nat'ls
Southern Series
1/8/95 Adelanto, CA
1/22 Adelanto, CA
2/5 Ramona, CA
2/19 Palmdale, CA
Northern Series
1/15/95 Marysville, CA
1/29 Turlock, CA
2/12 Carson City, NV
2/26 Sacramento, CA
Pacific Northwest Series
1/15/95 Salem, OR
2/12 Salem, OR
Southwestern Series
1/15/95 Phoenix, AZ
1/29 Tucson, AZ
2/5 Phoenix, AZ
2/19 Tucson, AZ
Final Showdown
3/4-5 Adelanto, CA
Info 619/246-7262

GFI Winter Series
Southern Series
1/2 Perris, CA
1/8 Perris, CA
1/15 Perris, CA
1/22 San Bernardino, CA
1/29 Perris, CA
2/5 Palmdale, CA
Info 909/943-3302
Northern Series
1/8 Le Grange, CA
1/22 Sacramento, CA
2/5 Brentwood, CA
2/19 Hollister, CA
Showdown Final
2/26 Perris, CA
Info 209/673-8080

JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• DENOTES PRO PAYBACK

Jan 6-8

• CALIFORNIA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Cow Palace, San Francisco. Info: 817/626-7297.

CANADA SHOW - Castrol Canada/Motorcycle & Moped Industry Council/Basr Hodgson Productions, Canadian International Motorcycle Super Show (Consumer Show), Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

• TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

Fri, Jan 6

• CALIFORNIA SPEEDWAY - WSRA/ICE, San Diego Sports Arena, San Diego. Info: 303/262-9067.

Jan 7-8

TEXAS SWAP MEET - The 7th Annual Motorcycle Expo, Show, Swap Meet, Convention Center, Arlington. Info: 214/216-5520.

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions, Inc., Civic Center, Huntington. Info: 614/594-6686

Sat, Jan 7

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair building, Caldwell. Info: 208/384-5512.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

NEW YORK INDOOR SHORT TRACK - On Time Productions, Orange Country Fairgrounds Arena, Middletown. Info: 914/233-1322 or (914) 457-1221.

Sun, Jan 8

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

CALIFORNIA HARE & HOUND - Jack Rabbits M.C./D-37, Red Mountain. Info: 310/647-7939.

• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, South - Rnd 1, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA GRAND PRIX - CRC, Happy New Year GP, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA VINTAGE MOTOCROSS - Calif. Vintage MX Winter Series, Sandhill Ranch, Brentwood. Info: 209/661-0706.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/SCTA, Rnd 1, Romoland. Info: 310/316-4711.

CALIFORNIA MOTOCROSS - GFI/CMA, GFI Racing Winter Series - Rnd 2, Le Grange. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series, South Rnd - 1, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA HARE SCRAMBLE - SE&TRA, Cherokee Hare Scrambles, Greensboro. Info: 706/468-1328.

MARYLAND HARE SCRAMBLES - AMA/Antietam M.C. Inc, Hagerstown. Info: 410/922-0334, 301) 797-8686.

• MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.

• NEW YORK ICE RACE - AMA/Dist 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, East Berne. Info: 518/374-7979 or 518/452-2503.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - R&K Promotions, Tri-County 4-wheelers grounds, Lisbon. Info: 216/386-7353.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA SHORT TRACK - Vintage Dirt Track Racers Assn., Purcell Expo, Purcell. Info: 918/445-0671.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series - Rnd 4, Bolivar. Info: 615/859-0873.

• WISCONSIN ICE RACE - Central Wisconsin Ice Race Assoc./Cliff Eckes, Mosinee. Info: 715/384-4555 or 384-5546.

Jan 13-15

• OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Lazy E Arena, Guthrie. Info: 817/626-7297.

Fri, Jan 13

• CALIFORNIA ICE SPEEDWAY - ICE/WSRA, Arco Arena, Sacramento. Info: (303) 262-9067.

Jan 14-15

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Batttleground. Info: 503 666-2342.

Sat, Jan 14

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

NEW YORK INDOOR SHORT TRACK - On Time Productions, Orange Country Fairgrounds Arena, Middletown. Info: 914/233-1322 or (914) 457-1221.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.

SOUTH CAROLINA YOUTH MINI-ENDURO - Family Riders Motorcycle Club, Francis Marion National Forest, Charleston. Info: 803/553-1463.

SOUTH CAROLINA DUAL SPORT RIDE - Family Riders Motorcycle Club, Francis Marion National Forest, Charleston. Info: 803/553-3473.

• WISCONSIN ICE RACE - AMA/SST, Lake Koshkonong, Fort Atkinson. Info: 414/353-5920.

Sun, Jan 15

CALIFORNIA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 3, Rainbow Cycle Park, Pala. Info: 619/744-8052.

CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc./D-38/FRt/Team Weenie, The Dimond T-Shirt Barking Spider of the Desert, Yuma Desert BLM open area, El Centro. Info 619/427-5759.

• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, North - Rnd 1, Riverfront Park, Marysville. Info: 916/695-2727.

• CALIFORNIA MOTOCROSS - CRC, Castaic. Info: 805/272-8889.

CALIFORNIA VINTAGE MOTOCROSS - Calif. Vintage MX Winter Series - Rnd 2, Little Okie Raceway, Madera. Info: 209/661-0706.

• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series, So. Rnd - 2, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA GRAND PRIX - SRA, Glen Helen, San Bernardino. Info: 714/957-2985.

MASSACHUSETTS SHOW - J&P Promotions, M/C Parts Extravaganza & Super Series Bike Show, Bayside Expo Center, Boston. Info: 319/462-6011.

• MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.

NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 505/762-7267.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.

• NEW YORK ICE RACE - AMA/Dist 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, East Berne. Info: 518/374-7979 or 518/452-2503.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OREGON MOTOCROSS - CMC, Golden State Nationals, Pacific Northwest - Rnd 1, Salem Arenacross, Salem. Info: 503/928-4474.

SOUTH CAROLINA ENDURO - SE&TRA, Swamp Fox Enduro, Charleston. Info: 404/922-8234.

SOUTH CAROLINA ENDURO - Florida Trail Riders/The Family Riders, Goose Creek. Info: 803/553-3473.

SOUTH CAROLINA ENDURO - SETRA/Family Riders Motorcycle Club, Francis Marion National Forest, Charleston. Info: 803/553-3473.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

WISCONSIN ICE RACE - AMA/Beloit Winterfest, Beloit. Info: 608/362-9344.

Jan 20-22

• INDIANA FLAT TRACK - USA Motorsports/Kenny Bellinger Promotions, War Memorial Coliseum, Fort Wayne. Info: 216/833-2417.

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Convention Center, Niagara Falls. Info: 817/626-7297.

• OHIO INDOOR SUPERCROSS - CRA/Moto-X, Summit Co. Fairgrounds, Akron. Info: 216/948-1478 or 216/769-2713.

Fri, Jan 20

• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Jan 21-22

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/Calif. Trail Riders, 6th Annual Hi Desert 250, Ridgecrest. Info: 714/992-9291.

FLORIDA HARE SCRAMBLES - Florida Trail Riders, Reddick. Info: 904/245-3359. CANCELLED

• MICHIGAN ICE RACE - AMA/D-14/Polka Dots/Tri-City Comp. Club/Valley Trial Riders, Hale Fairgrounds, Hale. Info: 517/835-9355.

• NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Sat, Jan 21

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IDAHO INDOOR SHORT TRACK - Owyhee Motorcycle Club, Canyon Country Fair building, Caldwell. Info: 203/394-5512.

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CYCLE NEWS
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FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Wanted M-X Instructors Nationwide
The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

Mechanic Needed
Five days, pleasant conditions, good pay and benefits. Los Angeles area. Marina Suzuki. (310) 306-8595. CA. (248-01)

Top 100 Dealer News Dealer
Experienced technicians needed. "Year round work." Earning potential of 30k. Alamo Cycle-Plex, 11900 1-H 10 West, San Antonio, Texas, 78230. (210) 696-2000, Fax (210) 696-2466, Attn: Tom. TX. (248-01)

Wanted H-D Mechanic
Established 27 year Harley Davidson dealer looking for experienced Harley Davidson mechanic with tools. Good pay and benefits. Drug free workplace. Send resumes to Farmer's Harley Davidson, 46 North Orange Blossom Trail, Orlando, FL 32805 or fax (407) 843-2380, (407) 423-0346. FL. (149-02)

Exper. Service Manager
Large aspiring Honda, Yamaha, power equipment dealership needs A.S.A.P. full time with benefits! We'll talk... Western Hills Honda-Yamaha, (513) 662-7759 or fax resume (513) 662-7912. Cinti. OH. (249-02)

OPENING IN GREAT N.W. for experienced sales, parts and service personnel. Great opportunity for right people. Top pay benefits, must be motivated. Large dealer, send resume: 1222 South Sprague, Tacoma, WA 98405. WA. (249-02)

EXPERIENCED TECHNICIAN and Service Advisor. Large, multi-line motorcycle and boat dealer is San Diego needs service advisor with good communication skills and a desire to learn. Top level tech with pwc experience. Steve (619) 229-7700 CA (250-01)

Assistant General Manager
Multi-line m/c, Sea-Doo dealership hiring hard working, self motivated, experienced manager. Fast growing company, good pay. Marketing abilities a must. Resumes: Cycle Sports, Attn: Bob, 5103 Portland Rd., NE Salem, OR 97305. OR. (249-01/EOI)

★★Company Expansion★★
Northeast manufacturer/Distributor in search of star performers in purchasing, customer service, inside/outside sales, and warehouse/operations. Positive-enthusiastic attitude and outgoing personality a must! Industry experience is helpful but not required-sky's the limited for the right individuals. Mail or fax resume/salary history to: Positions, P.O. Box 340, Glenmont, NY 12077, (518) 449-1694. NY. (350-01)

Salesman & Service Tech.
We just moved into our new 25,000 sq. ft. facility and need another top notch mechanic and sales person. Guarranteed income, insurance, 5 day work week. M/c-w/c experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130 (702) 656-1955 - Dale. NV. (250-02)

Honda Suzuki Technician
Honda Suzuki North in Dallas is accepting applications from experienced technicians. We are expanding our award winning service operations. Fax your resume (214) 241-4627 or call Bob Bishop (214) 241-4623. TX. (150-02)

Experienced Machinist
Must be able to run Mazak CNC Lathe with T32-2 controls. Make set-ups and programs. Also will be asked to order tooling and stock for this machine. Keeping a running inventory of parts. Please send or fax your resume to: Pro Circuit, 4214 E. LaPalma Ave., Anaheim, CA 92807 or Fax (714) 993-0344. CA. (250-01)

Service Manager-San Diego
Growing Kawasaki, Suzuki, Jet Ski dealer. Progressive pay plan. Lightspeed system. Perhaps you're #2, but know you're #1 material. Just curious? Call in confidence. (619) 442-0678.CA (250-01)

Service Technician
Relocate to Vermont to work at the areas largest dealership Honda, Suzuki, Ski-Doo, Sea-Doo. Full time, year round position. Send resume to Paul at Land/Air, 7 Kellogg Road, Essex Junction, Vermont 05452. (802) 878-5052. VT. (301-03)

BOOKKEEPER WANTED. Must be computer literate. Experience with import/export, retail pref. Send resume and salary requirement. Garage Company, 13218 Washington, L.A., Ca 90066. (310) 821-1793. CA. (101-02)

Experienced Technician
With tools for multi-line dealership in the Arizona south west. (602) 782-7588 Ask Michelle. AZ. (201-04)

Mile-Hi Opportunity
Denver, Colorado. Immediate opening for full time experienced parts and accessory sales person in newly remodeled M/C & watercraft dealership. Good work attitude a must. Excellent pay plan plus benefits. Call Jon at Four Seasons Sports Center Tue-Sat, 9-6 for details. (800) 826-3357 or fax (303) 355-6909. CO. (301-02)

Ore./Wash. Area Market Rep.
Reside Portland area. F&I experience. Knowledge of Wash./Ore. dealers a plus. Exc. opportunity for experienced person. Est. Calif. ins. and service contract co. Send resume: Attn: R. Miller, P.L.A. P.O. Box 2085, Menlo Park, CA 94026. CA. (101-02)

★★★Top Mechanic Needed★★★
Trail ride, hunt, fish, ski and earn a great living at Denver's largest Honda, Kawasaki, Suzuki dealership. Need savvy technician with minimum five years experience, strong electrical background. Top wages and benefits for right person. Send resumes to: Attention: Richard, Fay Myers Motorcycle World, 2015 West Alameda, Denver, Colorado 80223. Fax (303) 722-3150. CO. (201-03)

Wanted Honda Technicians
With H-D knowledge, excellent working conditions, benefits, large accessory store. Jack (805) 255-6522. CA. (201)

HONDA EAST YAMAHA of Bear, Delaware seeks experienced personnel in all depts. All open positions are on a management track. Top scale pay and benefits. We are looking for long term employess. Call and speak to Lynn or Joel. (302) 322-4120. DE. (201)

Motorcycle Technician
Responsible for preparation, tuning and test riding of new-release motorcycles, ATVs and watercraft. Kawasaki provides these vehicles to enthusiast publications for performance testing, ride evaluations and photography. Requires high school graduate and formal trade training or college courses in engineering related subjects or equivalent experience. At least 5 years mechanical background including extensive experience with high performance 2 & 4 cycle engines and owning a complete set of mechanics hand tools is required. Motorcycle license and riding experience a must. Some overtime is mandatory and occasional travel is required. Please send resume to: Kawasaki Motors Corp., U.S.A., Dept. MT, 9950 Jeronimo Road, Irvine, CA 92718. CA. (301)

Sales Manager
Fast growing multi-line dealership on east coast is seeking experienced professional sales manager. Can you manage multiple activities and make sales happen under a professional selling system? Then we want you! Excellent benefits package. Relocation help available. Division A, P. O. Box 498, Long Beach, Ca 90801-0498. (201-02)

Service Technician
Needed for new Honda, Wet Jet dealership. Clean, air conditioned work place. Located on south side of Attanta. Experience required. Mail resume to P.O. Box 1105, Fayetteville, GA 30214. (404) 461-7242. GA. (301-02)

PT MECHANIC familiar with on/off road 2 & 4 strokes. Resume to P.O. Box 9204, San Rafael, Calif. 94912. CA. (101)

Parts & Service People Needed
DuPage Honda Yamaha is seeking out going and motivated people for full and part time positions in parts and service. Experience a plus. Apply in person at DuPage Honda Yamaha, 27W215 North Avenue, West Chicago, Illinois, 60185. IL. (301-04)

MECHANIC MUST be experienced in all four Japanese models, high commission paid. (310) 854-7788. CA. (301)

Make Big Money Year Round
Big 4 franchise, watercraft, ATVs. Openings for salespeople, parts, service management technicians. Multi-locations, 25 years in the industry. Join our team. Contact Patty (614) 871-3711 or Fax resume to (614) 681-4079. OH. (301-06)

Mechanic Wanted - So. Florida
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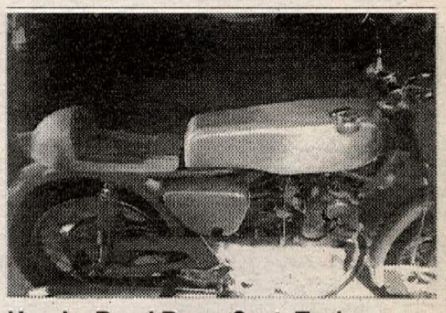

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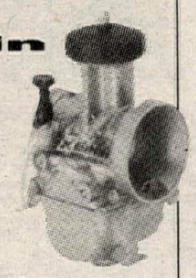

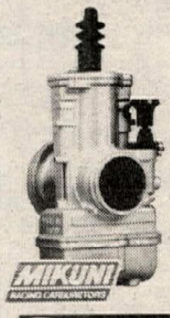

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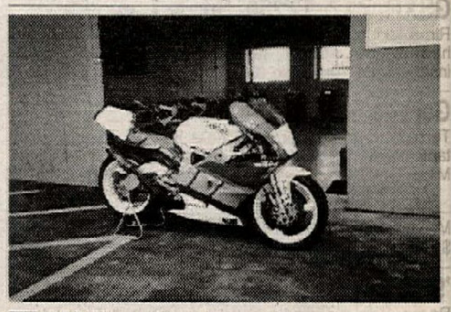

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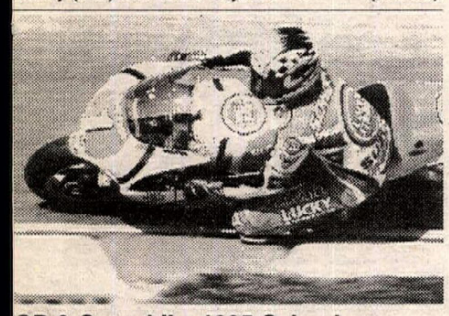

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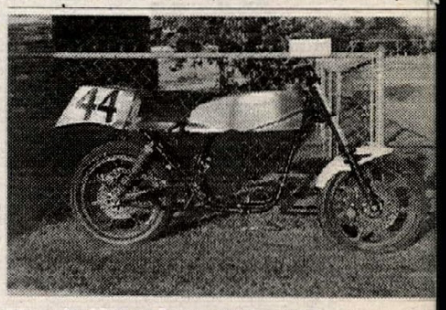

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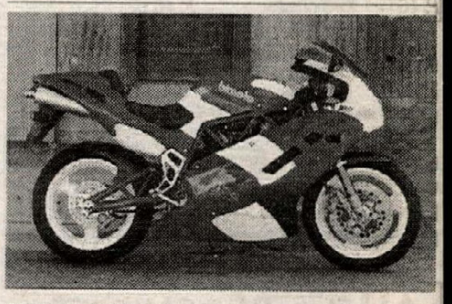

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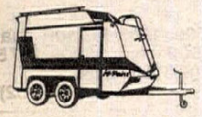

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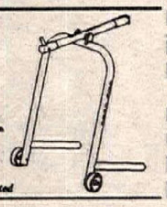

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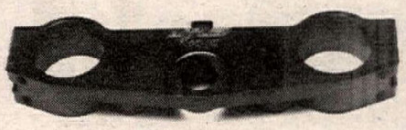

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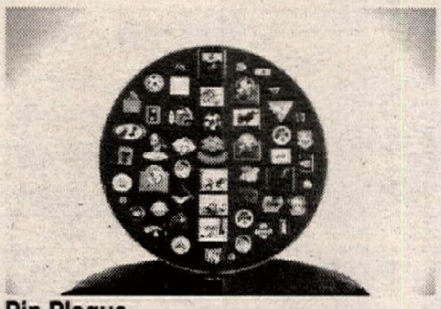

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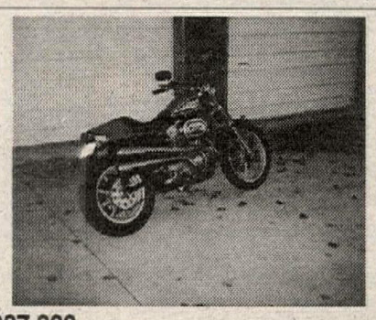

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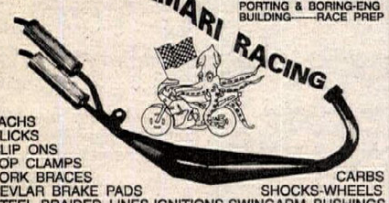

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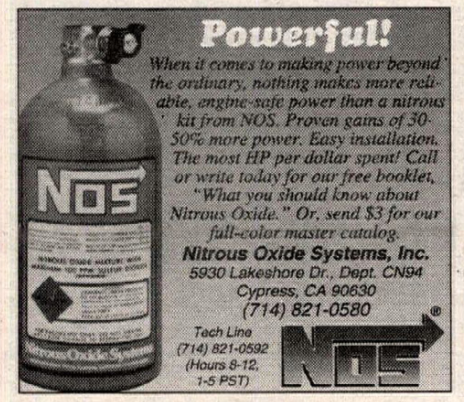

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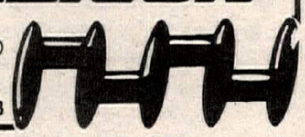

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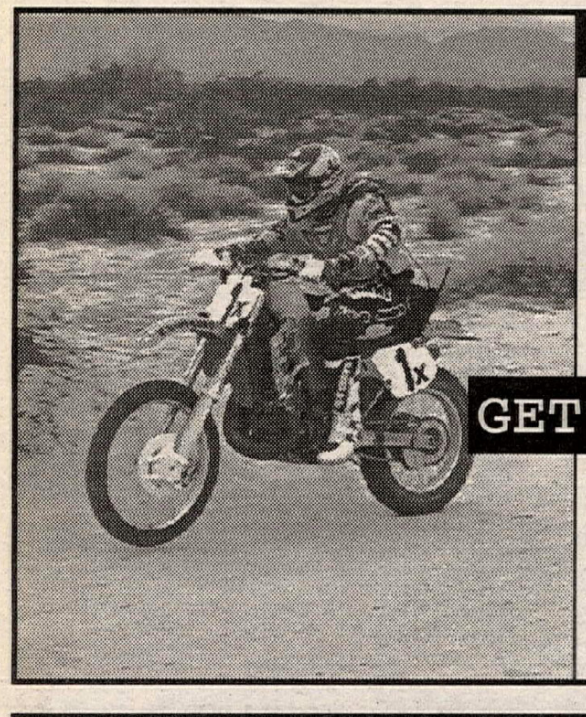

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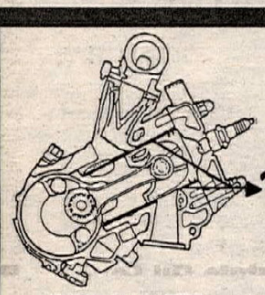

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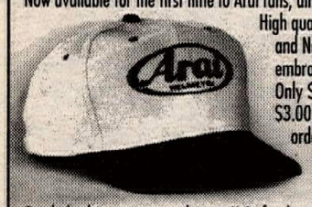

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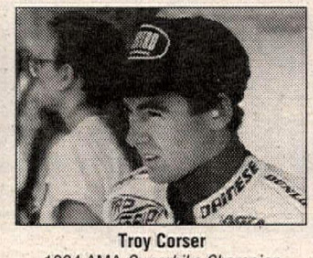

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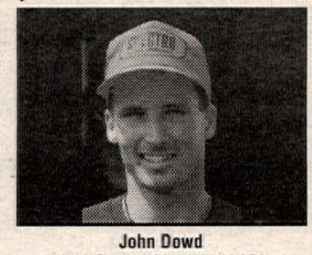

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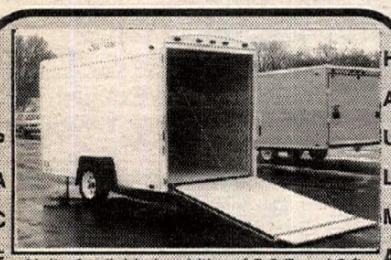

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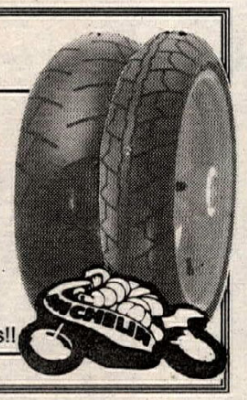

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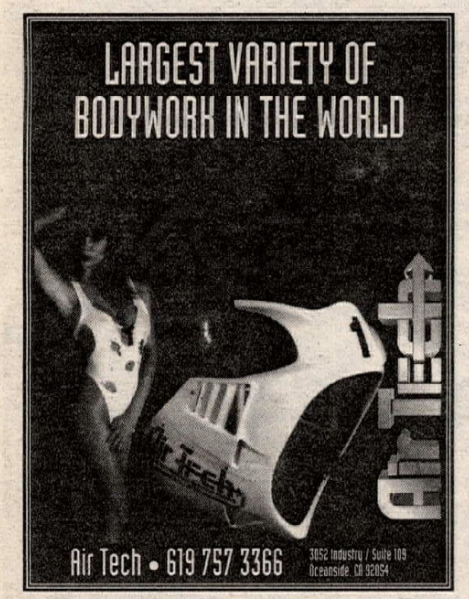

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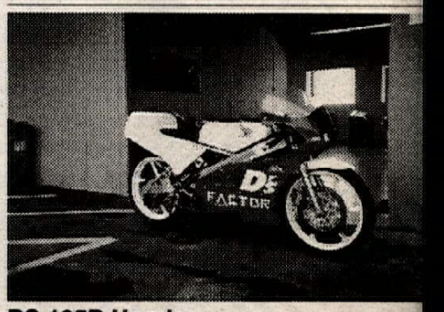

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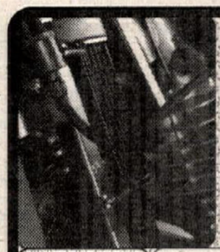

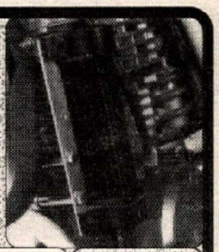

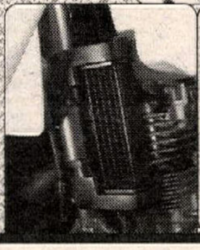

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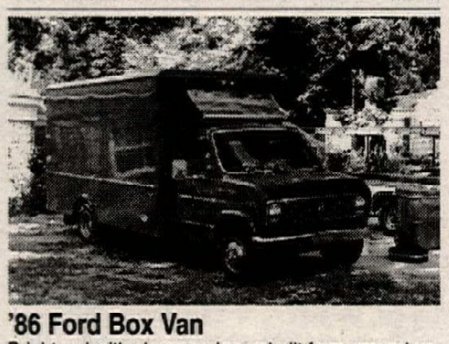

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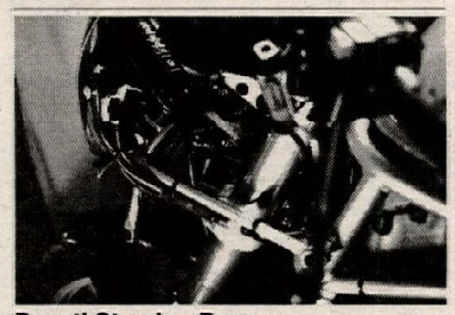

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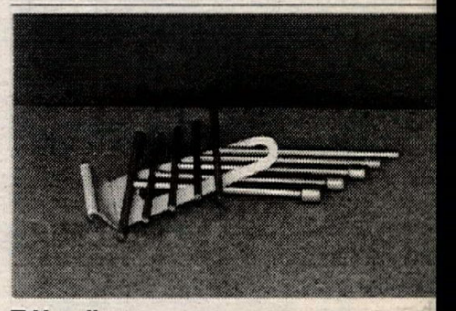

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DAY SIX

By Kit Palmer

It's one thing risking your neck by your own choice, but when your neck is on the line because of someone else's stupidity, well, I get a little cranky. Right now, I'm a little cranky.

Take racing for an example. Anyone who signs on the dotted line knows there are risks involved when you put, say, 10 guys on the starting line and let them go at it for a given amount of laps. That's why it says at the bottom of just about every racing entry form that "I (the participant) assume full responsibility for any risk of bodily injury, death or property damage..." Anything can happen when you race, and that's what makes racing fun, exciting, mysterious and, yes, even scary. I love racing, whether I'm watching or participating. To me, if there isn't even a little bit of risk involved in something, then it really isn't worth doing, at least not seriously. I've been banged up more times than I'd like to remember while racing motorcycles. But, then again, I've also made plenty of appointments with my doctor and orthopedist after playing baseball, football and basketball.

The majority of my injuries happened in my younger days. After all, I had fewer and less-important responsibilities back then and would take more risks on the track (or on the baseball diamond, for that matter) than I do now. Pretty much my only obligation was going to school and keeping my grades up so my parents wouldn't "impound" my MX bike. But hey, if I snapped a femur, so what? I'd just have to study at home for a while. Damn.

At one point, it seemed as though I was always hobbling around my school campus on my "stickied-out" aluminum crutches, or showing off my latest bruise or raspberry. My classmates joked around by having pens ready on Monday morning so they could sign my new cast. To this day I break out in a cold sweat when I think of that God-awful electric saw my doctor used to use to cut plaster off my broken limbs. "Don't worry, it only vibrates," he'd assure me. "It won't cut you."

I soon got to know my radiologist on a first-name basis. "So, what are we taking pictures of this week," he'd say.

Even the nurses knew me quite well, perhaps a little too well. I hate those damn hospital gowns.

I remember one nurse asking me; "When are you going to quit racing or riding motorcycles? Those things are dangerous."

"Never," I snapped back. "And besides, motorcycles aren't dangerous, just my right wrist is. Sometimes it doesn't listen to my brain."

Even my mom, who at first wanted nothing to do with motorcycles, cracked a proud smile when she heard my quick comeback.

"I'd rather have my two sons racing motorcycles and going to bed early on Saturday and Friday nights, than drinking and getting into *real* trouble," she always said. Both my parents backed my brother's and my racing 100%.

Rarely did my racing crashes involve other riders. I just had the uncanny knack of riding over my head and crashing all by myself. I didn't need any help. After all, what did I have to lose but possibly miss a couple of days of school. Life was so tough back then.

But I knew the risks of racing and gladly took them. If I crashed and got hurt I had no one to blame but myself. You see, no one was holding a gun at my head and forcing me to race. It was and still is my choice.

I remember one time at my local MX track where one of the hot riders hit a small rock on the track while leading, fell and scratched his face. Rather than accept his screw-up for hitting the rock, after the race he went ballistic and accused the track owner of being "negligent" for letting a rock get on the track. No wonder we're losing tracks left and right. Who wants to put up with snivelers like that? I know I wouldn't. Unfortunately, this track has long since locked its gates. Not for this particular incident but for hundreds of other ones much like it. The owner got fed up with all the whining and sue-happy riders who "didn't realize they could get hurt racing," and all the political red tape, insurance hassles, and environmental wackos that went along with running a MX track, and walked away from it all. Hey, I'm surprised and thankful he lasted as long as he did.

When it comes to street riding I simply don't *take* risks. Period. There are plenty of people out there who *give* them to me, anyway. I enjoy riding on pavement as much as I do on dirt, but at least in the dirt I feel that I am in more control of my own destiny. On the city streets or open highways, there are more people and objects out to get you. And there's nothing that ticks me off more than nearly getting taken out by someone else's stupidity or thoughtlessness.

I must admit, I've been pretty lucky when it comes to street bike riding - knock on wood. There have only been a few times where I truly thought my number was about to come up, and most of them involve the same situation.

Awhile back, I had just left my house to go to work. I was cruising along about 40 mph on a nearly empty four-lane residential street. There was one car on the road, and it was in the opposite lane up ahead and coming toward me. Nothing unusual here. As it was approaching, though, I noticed that the left-front portion of the car suddenly pitch down and the next thing I knew a rolling tire/wheel was heading straight at me - also doing about 40 mph - seemingly locked on to my front headlight like a heat-seeking missile. I had almost no time to react, but I instinctively swerved to the right and the speeding wheel whizzed by my left foot with just inches to spare. I don't even want to think about what could've happened if that tire had hit any part of my bike or my body.

Just today, I was cruising along on the freeway and something not far ahead of me caught my attention. I soon realized it was another runaway tire, traveling this time in the same direction as me and crossing over from my left to the right, moving along at about 60 mph. The tire slammed into a Toyota Camry that was in the "slow" lane, destroying its left-front fender and headlight. By then the out-of-control tire was just ahead of me but to my right and going up a dirt embankment. It then rolled down the hill and back onto the freeway, veering across all four lanes (I was in the carpool lane). It slammed into the concrete center divider just ahead of me. The tire shot straight up into the air and began bouncing like crazy down the freeway. At this point, I realized I couldn't slam on my brakes because there was traffic right behind me, so I gassed it and watched that wheel bounce almost directly over my head. I was not happy, for my life and the lives of others were on the line because of someone else's stupidity.

Tires just don't fall off cars, except, of course, off neglected cars. Cars that their owners simply don't care about or maintain, and, in turn, endanger other people. In flying, pilots are responsible for their aircrafts' airworthiness - it's not the mechanic's, the passenger's, or anyone else's responsibility if the plane is safe to fly. It is solely that of the pilot. So why should this be any different for those who drive cars, trucks or motorcycles? Tires, mufflers, ladders, two-by-fours, or anything falling off cars or trucks is downright irresponsible and unfortunately seems to happen far too frequently. That's why I get frigin' mad when I see things like runaway tires on the road.

I guess these are just some of the risks we all have to accept when it comes to street riding, and I'm certainly not going to let other people's stupidity stop me from doing what I like most - riding motorcycles. I'm just going to have to keep my eyes peeled and be prepared for anything to happen. Because it will happen sooner or later.

Preferably later. CN

LOOKING BACK...

25 YEARS AGO...
January 20, 1970

A high-tech "multiple portrait" photo of **Jim Wilson** graced the cover, showing how "So Cal racers saw the action as widespread rains spattered goggles and distorted vision."... In an ad that featured a silver-booted female model, Moto Beta Sportcycles offered their "unmuffled roar of congratulations" to **John Grant**, District 36 100cc Expert points leader... **Whitey Martino** passed **Larry Bergquist** on the last lap to score the win at the Kramer Corners, California, desert race... **Russ Darnell** returned from Europe to pull off a win at the Bakersfield, California, MX... A profile featured father and son racing team **C.H. and Chuck Wheat**... Webco's new football-style nylon face guard advertised for $3.95... **Ralph Waldman** celebrated New Year's Day with a victory at San Francisco's Cow Palace dirt track... We evaluated a motocross school. The teacher? **Gary Bailey**, who was assisted by **Tim Hart**... Two native Scots rode one bike to the top two places at the Miramar, California trials. One of the riders was **Jack Ward**, father of then future MX great **Jeff Ward**... Yamaha ran a full-page ad on the back cover, congratulating **Steve Bast**, **Mike Bast**, **Jim Dawson** and **Bill Payne** for winning the team challenge at Baymare, California.

15 YEARS AGO...
January 16, 1980

Steve Beaumont provided the painting for the front page of the decade-opening issue. The picture featured two astronauts floating in space with a pair of motorcycles...An "In the Wind" piece warned that readers should call California Assemblyman **J. Robert Hayes** and ask him to veto AB1407, the Sagebrush Rebellion Bill...Another item announced that **Kenny Roberts**, **Barry Sheene**, **Randy Mamola** and several other top racers had met in Belgium to form the Professional Riders Association. Many of the riders also agreed not to ride any of the six named FIM World Championship rounds, opting instead for the proposed World Series...**Warren Reid**, **Jeff Jennings** and **Jim Gibson** each won a class at the opening round of the CMC/Can-Am Golden State MX Series in Orange, California. Despite a broken foot, **Johnny O'Mara** was riding a 125cc Mugen...A tech article examined the factory **Honda RC250 Pro-Link** works machine, campaigned by **Steve Wise** and **Chuck Sun**...At just 23 years of age, **Drew Smith** hinted at burn-out in an interview. "Right about now all I want to do is *not* think about or ride motorcycles," he said...We tested **Mert Lawwill**'s Pro Cruiser bicycle, an early version of a mountain bike. Though we liked the bike, we were put off by its "Rolls Royce" price tag. How much was it? A hefty $489.

5 YEARS AGO...
January 10, 1990

We kicked off the year with a **Kenny Roberts** interview, a racer test of **Eddie Lawson**'s title-winning Honda NSR500, and road tests on Kawasaki's KLR650-B2 Tengai and KLR650-A4 - all of which we touted on the cover...An "In the Wind" sidebar announced the promotion of **Mike Klinger** from *Cycle News* comptroller and chief financial officer to CN Publishing Group publisher. "The challenge is great, but I receive this challenge with open arms," said Klinger...The "Voices" section included a letter from Wittman, Arizona's **Lou Selby**, scolding KTM for an ad they had run in the previous issue, showing a knobby track running next to a small cactus. "You know where I'd like to stick that cactus, don't you?" Selby closed...A two-page article showed off the **1990 Suzuki lineup**, which had been unveiled at a Palm Springs, California, press conference...**Keith Bowen** claimed three Pro class wins at the Coors Extra Gold Indoor MX Championships in Columbus, Ohio...**Kenny Roberts** won the short track final of the Hickman Haul-Ass Classic, a combination New Year's Eve/Roberts birthday bash held at his spread in Northern California...**Mike Tripes** edged out **Jeff Hasse** for the Vet Expert class win at the Brad Lackey Christmas Grand Prix held at Southern California's Carlsbad Raceway. CN

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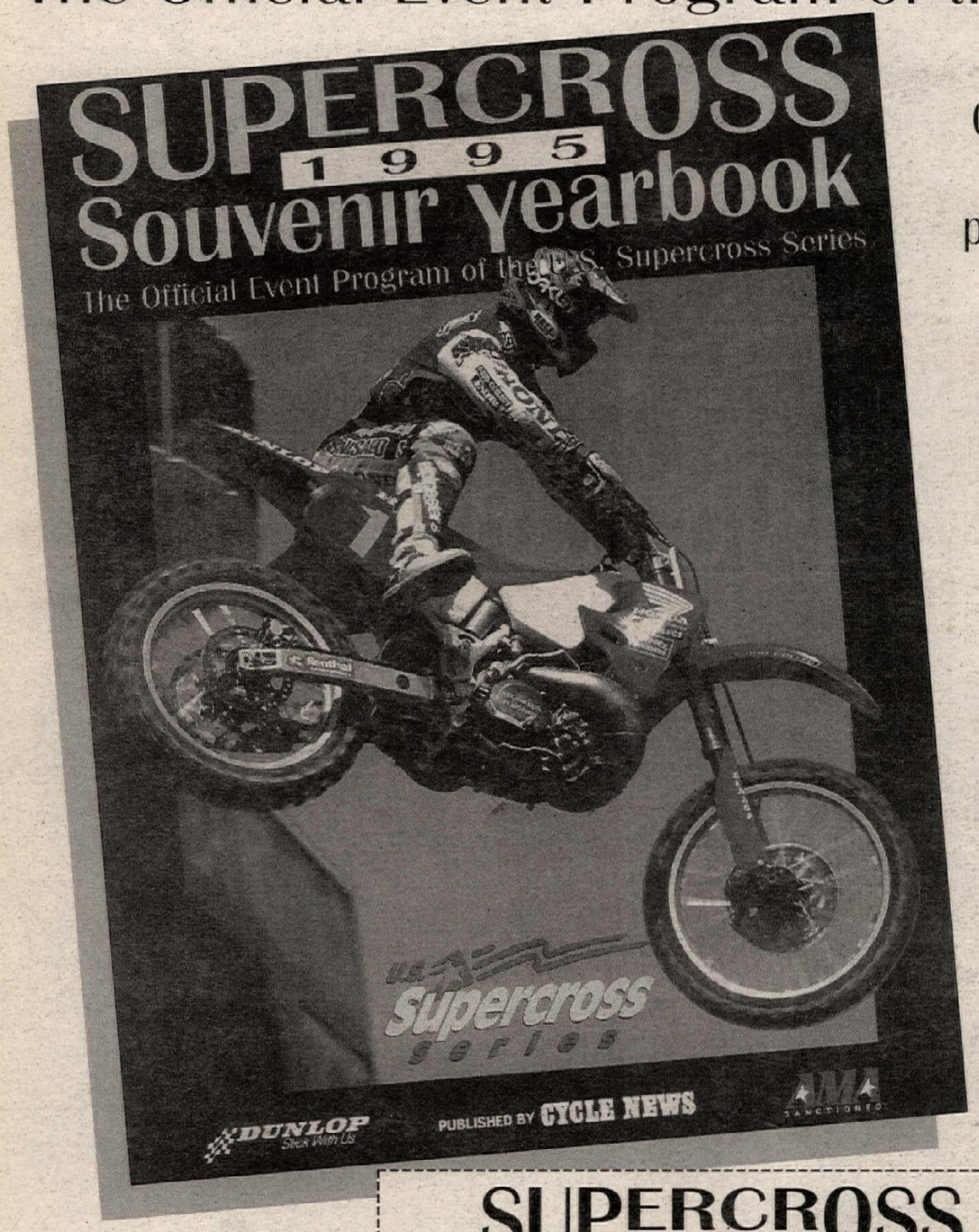

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